



Group 3081



Registered Charity No: 1053330



"The Responsible Motorist"

Newsletter

Affiliated to:



Registered Charity No: 249002

Spring 2003



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

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I.A.M. Web Site: 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)
- WHILE YOU ARE READING THIS PAGE IT IS AN IDEAL MOMENT TO PUT THESE DATES INTO YOUR DIARY – NEWSLETTER COPIES 'RELOCATE' THEMSELVES AFTER A TIME!

9th April 2003

????????????????TBA????????

Ref. Cooper E.Mail 14.03.03

13th May 2003 Tuesday

8pm "A.G.M."

ATTEND!! This is an important meeting - all members should be there. Please make the time to get to this occasion we need your input. Your attention is drawn to your Chairman's comments in this issue.

14th June 2003 – THIS DATE IS NOT RIGHT

8 pm "Wolverhampton Road Safety and the new Red Routes proposal"

- Talk by John Partridge from the Wolverhampton Road Safety (Highways Dept.)

7th June 2003 – Saturday (3 pm – 5 pm)

"Visit to the Wolverhampton Traffic Control Centre"

- Heanton House, Salop Street, Wolverhampton

- only 20 places available!

- Contact: Garth Jones (see contact listing)

9th July 2003

8 pm "A day in the life of a Long distance lorry driver"

- Talk by Steve Tew from Birmingham Advanced Motorists

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



We are here!

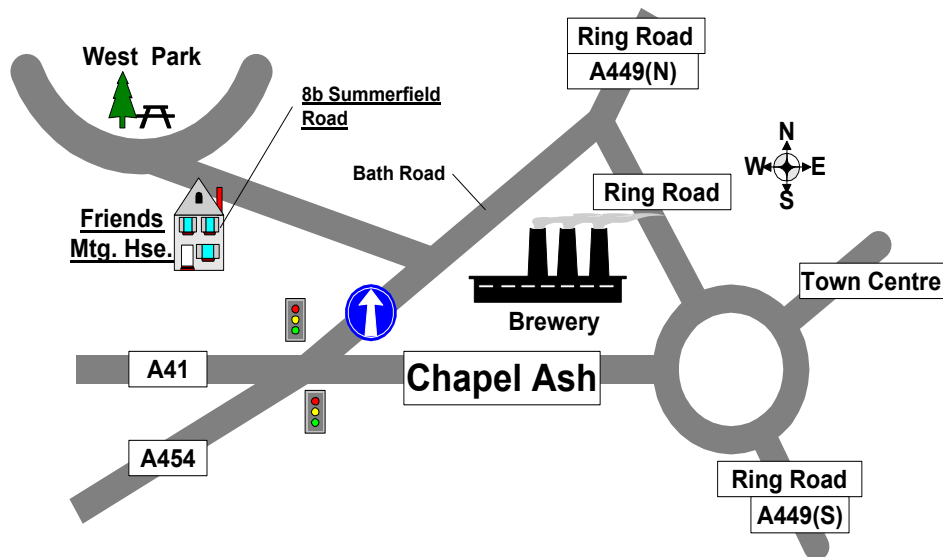
Venue for our Group Monthly Meetings

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

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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

Hi everyone - what a shock and complete surprise to step down as Secretary only to become Chairman. So here goes to my first Chairman's Comments.

First of all a big thanks and a lot of recognition to Garth for all the hard work time and effort that he has already and continues to put in to the Group. In his role as Chairman amongst many others during the past more than few years he has steered us through changeable times. He is perhaps the one who deserves recognition for all his contribution to the Group rather than me; the very nice gifts that were given to me and my family at the AGM were much appreciated.

Similarly the other Committee members should also be mentioned here for their continuing contribution to our Group. In particular Graham Foulkes (Treasurer), Bill Goodreds (President), Tony Robson (Newsletter Editor) and Geoff Davis (Chief Observer) - they have for an even longer time than myself been an integral part of the Group and deserve our recognition and thanks. Also without naming names directly here there are our Vice Presidents, Observers and Senior Observers. There are bound to be others that I have forgotten so please accept my apologies but I hope you will feel included in my recognition of all your contributions to our Group.

I look forward in the coming months to continue in using this space allotted here to me by expressing some of my own personal opinions on driving and about the Group. I hope that I will do a good job for you and will always be interested in your comments both good and bad on how the Group and I am doing from your perspective.

I'd better put my hand up now as I have already got at least one thing wrong and I'm bound to continue doing from time to time knowing me. (This is where my first apology comes to our hard-pressed Newsletter Editor Tony with apologies for my own late contribution to this issue. I promise it will be in on time next time, Tony - and you now have it in black and white). I will also try and get to every Group meeting and also be on time! Work commitments may physically stop me as I only drive a Car and not a Tardis time machine! [Editor: Is this from Paul 'Who'?)

This Group is your Group and what we do and how we do is down to the people who read this Newsletter. i.e. current group members, associates and potential associates who have got hold of this Newsletter. You are all stakeholders in this!

In mentioning changeable times earlier, it looks like there will be a new element to the basic driving test now that will not only cover driving theory questions and a practical driving demonstration of competence for all new drivers, that of a "Hazard perception Testing". I wonder how long it is before they will be able to measure and want to test for competent driver attitude? I feel quite sorry for young drivers today and how they have to take all these new extras on board. With the majority of the driving public who haven't had to take a test in recent times and how might we fair if we too had to take a re-test tomorrow? Most of us have taken the advanced test and might claim perhaps that we should be exempted, at least in the short term, from such an idea. Becoming an Observer can also help in keeping your driving standards up. In essence we are only (my self definitely included here) as good as the last drive with which we safely completed? But was it safely completed? Was it smooth, safe, systematic, and what we could say met all the standards we should portray as "Advanced Motorists"?

I think it is a good idea to review your drive on a fairly regular basis if only for a few moments. Could I also put the thought to all of us, that as well as hazard perception it is our attitude when driving that also needs to be realized as very important to our continued safety?

Until the next time "Safe Motoring"

Paul.

From the Editor

Those long dark days before Christmas do not seem to be receding do they? Perhaps we all did a collective walk under a ladder. Anyhow can I wish you all a very Happy and prosperous New Year for 2003. Hopefully both as individuals and as an IAM Group we will progress and improve – together!

Group Membership

Please keep a close eye on your membership status and its renewal date. Can you complete the form that is always part of your newsletter and return it 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 is just one letter from somebody 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 Spring / Summer Issue is – Saturday April 5th 2003.***

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. Dave Cooper your Events Organiser would welcome any such ideas – do contact him please.
- 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!

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 after all!

Tony Robson (robson@jantony.freemove.co.uk – see Committee Contacts page also)

From your Chief Observer

TYRE PRESSURES

How often do you check your tyre pressures? Once a week, perhaps once a month, or before a long journey?

I was refuelling at a local garage recently. A car was driven onto the forecourt; the driver put the fuel in and then walked over to the shop to pay. Several of us in the queue pointed to his nearside front tyre - it was well under pressure, with the walls bulging. Oh, replied the driver - 'I thought the steering was a bit heavy today!' He paid for the fuel and asked what money he would need for the airline - 20p was the reply. Change sorted, off he went to inflate the tyre - he probably never thought to check the others! The point is he had noticed the heavy steering, but didn't bother to stop and check what the problem was. I suppose that if he had refuelled the night before, he may well have been prepared to have 'pressed on' with the journey, even if it had have included a motorway.

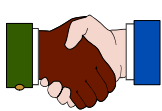
Some time back, I went to reverse the car out of the garage [it was in forwards at the time!] I sat for a moment, looking at some reference points I use when parking, and noticed I could see slightly more of one or two of them. The car was as usual, fairly close to the wall. When I drove onto the drive, the front near side tyre was slightly down, not flat - it had just lost some air during the night. I increased the pressure up to normal, then checked to see if I could see what was causing the problem. I use my own gauge to keep tyre pressures in line with those recommended by the manufacturer, and to check them when they are cold, even though the pressure they recommend may give a harsh ride.

Some years ago motorists were encouraged to buy their own pressure gauge - at one time I had some pencil gauges and a couple of dial gauges, all bought over several years. When I compared them for pressure readings, I found they all varied, one was worse than the others by a difference of about 5 pounds per square inch (psi). Now I was confused - which one should I use, which one was the most accurate? So, I took them to Trading Standards in Wolverhampton, where the gauges were checked against their pressure testing equipment. My gauges all differed when tested. Some of the gauges were giving a low reading at a given pressure on the test equipment, and higher up the scale, were showing a higher than indicated reading. Using the same test criteria, the other gauges all gave different readings under the same conditions. At the end, I was given a report for each of the gauges. Even though there was little consistency, I selected the gauge which was most accurate in the pressure range I needed, and continued to use it for several years. Even though the gauges were not as accurate as I had hoped, at least they were consistent, which would eliminate the differences in readings on various garage forecourts. As these gauges seemed to get a lot of use and rough handling, with the calibration suffering.

For example, if a tyre is 2 or 3 psi under the recommended pressure, it will give a slightly softer ride, heavier handling along with more roll on corners. If, on the other hand, the tyre is 2 or 3 psi above the recommended pressure, it will give a slightly harsher ride and a little lighter handling along with the possibility of it being choppy on uneven corners. Neither condition should adversely affect the handling of the vehicle unless extreme circumstances are encountered.

Be vigilant – take care - drive safely!

Geoff Davis. (Chief Observer Cars)



Welcome - and Congratulations !



New Members

Welcome to: -

Car Associates:

Christina Davis
Spencer Smith
Steven Hale

Nareesh Dass
Karen Sims
Gavin Cornaby

- on joining the Group.

Advanced Test Passes

Congratulations to: -

Car:

Kevin Taylor
Susan Hrubis

Observer:

Tony Robson
Graham Foulkes

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.

Friends of the Group

Members may not be aware but there are the following categories of Group membership:

- Group Full Member
- Group Associate Member
- Group Honorary Member, and
- Group Friend

The 'Group Friend' category is defined within the group rules as a member of the public that can be accepted as 'a group friend' in the absence of special reasons rendering an applicant unacceptable. This category of membership is not intended for those who have been Group Full Members, for those who have been and are no longer IAM Members, or for those who have been Group Associate Members unless they have taken and failed the IAM Advanced Test and may only be awarded by the individual decision of the Group Committee.

****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. G. 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

ASSOCIATE MEMBERSHIP: (upon joining – car or motorcycle) **£75**

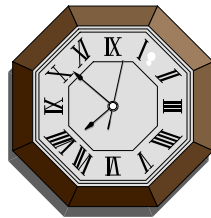
- This includes the cost of your Advanced Test and 1st years IAM Membership (the latter refunded for test not being passed).
- Also copies of the I.A.M. publication 'Passing your Advanced Driving Test' / 'Passing your Advanced Motorcycling Test' – plus – 'The Highway Code'.
- Guidance up to the time that a Senior Observer recommends you for the Institute Advanced Test. (You will then only receive a check drive / ride prior to this Test).

ASSOCIATE MEMBERSHIP RENEWAL: **£12**

FULL MEMBERSHIP: (Effective 1st April, 2002) **£12**

FAMILY/JOINT MEMBERSHIP:

- (2 FULL members at the same address - (Effective 1st April, 2002)) **£18**



'Membership Renewal' Time – 1st April, 2003

NOTE:

- 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: - £12.00 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

****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.

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.

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.

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.

Letters

Dear Editor,

My initial view of driver training was a typical user response I suppose looking back, 'I'm a good driver now, what can these people teach me??'

I had visions of my original driving lessons, thread that wheel! Mirror-Signal-Manoeuvre etc etc., but actually I was proven wrong. Quite often the learning style was 'open' as there would not necessarily be a right or wrong but you were prompted to engage your mind and forecast scenario's that could arise in your journey at any time.

Within the 15 years+ of driving, the past 3 years have been spent commuting 50,000 miles yearly as a Business Development Manager around the country. Within this time I have witnessed numerous large-scale pile-ups and certainly crash scenes, which would of resulted in more than one fatality.

As a father and individual, I welcome anything that will reduce the risk or injury to myself and ensure I have the best possible chance of survival. After undertaking the I.A.M course, it became abundantly clear to me that this reduction in risk may equate to simple 'inches' therefore new defensive driving techniques were very welcome.

The course has certainly instilled and refreshed my driving attitude and pre-planning when taking any car trip, whether short or long distance.

My recommendation would be whether your company invests the fee or you fund the programme yourself, get booked onto a course you owe it to yourself and your family.

Thank you
Regards

Kevin Taylor – CH JONES Ltd

Dear Editor

From a company perspective the IAM was chosen to fulfill two objectives:

- 1) To attempt to halt the huge rise in motor insurance cost as a result of the company's poor claims history
- 2) To protect our most important asset - people - from what is fast becoming the inevitable time off work and family stress following road traffic accidents

Our experience to date is very positive. Eleven staff have passed the test (22 company cars). Since March we have not made a car accident insurance claim. (last year claims were £50,000 for 22 cars!). The most important feature is the IAM principle of changing a drivers behaviour and driving style for life - this is a marked contrast to many other intensive driver instruction days which can be quickly forgotten.

It will only be a matter of 3 -4 months before all of our company car drivers will have passed the IAM test. It is considered to be such a worthwhile standard that our Insurers have now insisted that all our regular company drivers sign up and pass the IAM test.

Regards, Cliff

Cliff Cartwright
Finance Director
CH Jones Limited

Articles

Ghost car

(From MATHEMATICS TODAY, (Vol: 37 No 3 June 2001, page 93)
- Journal of the Institute of Mathematics and Applications.

My colleague, Professor Hugh Burkhardt, predicted in 1981¹ that the traffic across a road junction controlled by lights would be increased by a factor of 4 if all the cars left 2m spaces between them. All the cars could then start to move simultaneously as soon as the lights changed to green. Since all will accelerate at a similar rate this spacing will remain roughly constant. Eliminating the waiting time before the cars are able to start has this very large effect on the throughput. Ever since then I have tried to obey his suggestion.

I now try to drive as if there was always another ghost car in front of me. Whether or not I cross a junction more quickly it is hard to judge, since nobody else allows such spacing and the theory is not applicable. I increasingly wonder at the compulsion which makes drivers at lights park within one or two feet of the car in front. They often cannot see the lights and are wholly dependent on watching for this car to move before engaging gear. Since I can see through my ghost car I have much better information so I can start moving sooner. My ghost car also protects me from the occasional car which runs backward at the lights and from the relayed effect of a rear-end collision as the lights turn red.

My ghost car has proved to be a boon not only at lights but elsewhere. It forces me to keep my distance on the motorway. It helps me to allow for pedestrians, especially near crossings, who thread through slow-moving or stationary traffic. From a safety point of view it could be one of the best tips for safe driving.

George Hall C.Math FIMA
Shell Centre, University of Nottingham

¹ “*The Real World and Mathematics*” by H. Burkhardt (Blackie and Son Ltd, 1981)

Alas, efforts to keep one’s distance on motorways, for example, applying the principle of the ‘Ghost Car’, are invariably thwarted by drivers, eager to fill the gap.

Graham Hoare C.Math FIMA

- Letters Editor

ROAD RAGE - INFORMATION PACK

(Dept. of Transport’s ‘Sfaety on the Move initiative’)

Avoid conflict on the road:

- Share the road safely. Give yourself time and space to react to others-and their mistakes.
- Keep calm, show restraint. Every car journey brings a risk of frustration and conflict. Before you set off, be determined not to succumb to it, or to let “liberty-takers” get to you.
- They’re not out to get you! Most aggravating moves by other drivers are unintentional. We all make mistakes. Don’t show your frustration by making gestures: they may mean nothing to you but could be the last straw for others.
- Don’t compete or retaliate. If someone’s driving annoys you, don’t try to “educate” them. Leave traffic policing to the police and driving instruction to professionals.
- Be patient in traffic. Don’t push into traffic queues. If you wait and clearly signal what you want to do, other drivers will usually let you in: they don’t like being forced to do so.
- Set an example to others. Give way at busy junctions or where traffic lane merge: it won’t delay your journey by much. Wherever there’s merging traffic, follow the rule: “Let one in and go”.
- Put yourself in the position of the other driver. The things that get to you – like tailgating and cutting in at roadworks – get to other drivers too.
- Say thanks. Courtesy encourages co-operative, safe use of the road.
- Say sorry. Apologising to the other driver when you make a mistake reduces confrontation and helps to defuse anger.

**Violent motoring-related incidents – so-called “road rage” – are rare.
But it is important to know what to do if you feel threatened by another driver.**

- Try not to react. Avoid making eye contact, which may be seen as confrontational.
- Don’t respond by accelerating, braking or swerving suddenly. The other driver may think that you are looking for an argument – and you could lose control of the car.
- If you think you are being followed, try to drive to a busy public place, or a police station, before you stop. If you’re on a motorway, mingle with other vehicles. Don’t leave the motorway for unfamiliar roads.
- In urban areas, keep the car doors and boot locked, and the windows and sunroof only partly open.
- In the unlikely event of being physically threatened, stay in your car and lock the doors. Call for help on your mobile phone, if you have one, and use the car’s horn and lights to attract attention.

- Never carry any kind of defensive weapon – it could simply provoke a potential assailant.

Reduce stress and fatigue on the road:

Stress and fatigue reduce your concentration and tolerance levels, increase your risk of having an accident. You are also more likely to get frustrated with the behaviour of other motorists. Relax and you will find driving a more enjoyable experience.

- Plan your route in advance: motorists waste more than 100 million gallons of fuel a year – not to mention time – trying to find their way.
- Consciously decide before getting into the car that you're going to leave your problems outside, and determine that, whatever happens on the journey, you won't let it get to you.
- The right mind-set can make all the difference.
- Get comfortable. Adjust seat, mirrors, seat-belt and head restraint correctly.
- On the road, combat the warning signs of stress by getting plenty of fresh air, and breathing deeply and slowly. Listen to a favourite tape or CD.
- Vehicles that perform badly or break down add to stress; keep your car well maintained and serviced.
- Be cool. Driving should be enjoyable, not competitive.

Long journeys and business driving:

- Leave plenty of time to reach your destination.
- Take a break every two or three hours to get some fresh air and exercise.
- Eat a light meal before you set off on along journey: heavy meals can make you lethargic.
- Arrange work appointments realistically, with plenty of time to travel between offices.
- If a meeting some distance away is scheduled for early morning, drive there the night before and stay over.
- Employers can help to ease stress among staff who travel by adjusting their demands and deadlines to take account of the delays and fatigue caused by traffic congestion.

This advice supports the Department of Transport's "Safety on the Move" initiative.

IAM News Releases / Fact Sheets

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?

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.

DRIVING IN SNOW WARNING FROM THE INSTITUTE OF ADVANCED MOTORISTS

Issued 8th January 2003

As snow freezes tonight making driving conditions worse still across much of the country, the Institute of Advanced Motorists (IAM) has issued the following advice to drivers who may be unfamiliar with adverse road conditions.

Keep your speed down and **increase your safety gaps** when the road is wet or icy.

There is an increased risk of skidding. But **a skid does not just happen** - it is almost always caused by the driver's actions.

Braking, steering, acceleration, decelerating and gear changing must be done gently and gradually. **If a skid occurs, do not brake, no matter how strong the temptation.**

Lose speed by gently easing the pressure on the accelerator pedal and, if appropriate, de-clutch until you regain control of the vehicle.

The IAM recommends you ask the following questions before you venture out.

- **Is your journey really necessary?** If it is, plan it and give yourself plenty of time. Tell someone your intended route and how long you think it's going to take. Listen to the radio for details about road and weather conditions.

- **Have you cleaned the windscreen and windows** thoroughly, using a demisting preparation? Check that screen washers are not blocked and that the screen washer bottle is topped up and has a winter additive to stop it freezing. Check that the windscreen wipers are in good condition and work effectively.

- **Are you sure your lights, brake lights, indicators are working properly** and the lenses are clean?

- **Are the tyres in good condition** and properly inflated?

Consider putting the following in your vehicle: Warning triangle. Warm coat. First aid kit. Good torch. Seat belt cutter. Fire extinguisher. Travel rug. Tow rope. Bottled drinking water. Recovery service contact number. Good map. Pen and paper. A mobile phone can be useful for emergencies, but before you use it, find somewhere safe, convenient and legal to stop.

CONGESTION CHARGING MAY CAUSE ROAD SAFETY PROBLEMS, WARNS THE IAM

Issued 7 February 2003

The congestion charge could create its own road safety risks for the capital, warned the Institute of Advanced Motorists today (7 February 2003).

The prospect of drivers tempted to "text" from the wheel to pay their £5 fee while at the same time trying to overtake one of the new novice scooter riders is worrying enough said IAM Chief Examiner Bryan Lunn.

"But there is very real prospect of drivers deliberately failing to register their vehicle with the DVLA to avoid the congestion charge - one in five already do so. That's in addition to the 40,000 vehicles a year who carry false plates to avoid being traced," said Mr Lunn.

"A lot of these drivers don't bother with insurance and many do not even hold a driving licence. They are the same people who compromise road safety by racing through camera sites, and avoid the penalties for exceeding the speed limit or jumping the traffic lights. We are worried there will be far more of them after 17 February," he said.

Mr Lunn said the IAM, which has over 110,000 members, is concerned about some of the other road safety risks:

- **Rat Running:** TfL has admitted that 20 streets, many of them in residential areas, will carry an extra 200 vehicles an hour at peak time, leading to the prospect of more crashes and pedestrian injuries. Local authority moves to reduce displaced traffic are in hand, but will probably not be ready in time.
- **Dangerous parking:** vehicles left "creatively" on the edges of the scheme will make side roads potentially more difficult to negotiate.
- **"Phoney" drivers:** Texting while at the wheel should be discouraged yet [TfL](#) are advertising it heavily. Other payment methods are less likely to tempt drivers to break the law.

"The Mayor has been quoted as saying it will be a very bloody few first days. I just hope he was talking metaphorically," said Mr Lunn

NEW ROAD SAFETY AWARD IN BID TO CUT YOUNG DRIVER DEATHS

Issued 4th December 2002

Young drivers at risk of killing themselves or others are the target of a new road safety award presented for the first time today by the Institute of Advanced Motorists (IAM).

The Dominic Fox Award has gone to PC John Spencer from the Northamptonshire Police Road Policing Unit based at Mereway in Northampton. PC Spencer was recognised for his hard work and innovation in creating and running "CarKraft" - a four-stage driver improvement scheme for 17 to 24 year-olds. In less than a year, more than 120 young drivers have taken part in the scheme, which includes a driver assessment and advanced driving techniques.

PC Spencer beat off tough competition to win the award from a large number of entries nationwide. The Dominic Fox Award is named after the IAM's youngest Council member, who died unexpectedly in 2000, at just 32.

"Through this award, the IAM is seeking to recognise and encourage the work of many who are dedicated to improvements in road safety - an area of endeavour which generally does not receive the recognition it deserves. It is given in the name of Dominic Fox who brought a fresh eye to the promotion of safer driving for younger drivers and motorcyclists. This continues to be a vitally important area for road safety, as each year's road casualty figures show," said IAM Vice President Michael Robotham.

PC Spencer was presented with a specially engraved silver "Armada" dish and a cheque for £500 to be spent by Northamptonshire Police on future road safety initiatives.

Nominees for the next Dominic Fox Award (2003) can be of any age, and from any UK location. They can apply at any time. Nominees do not have to be road safety professionals or active in the voluntary movement. Their work must, however, have contributed to the safety of younger drivers and riders. One in three crashes involve young men under the age of 20. And 12 per cent of drivers involved in

injury accidents are aged between 17 - 21, yet they only account for seven per cent of licence holders. Application details can be found on the IAM website, <http://www.iam.org.uk>.

BEWARE, COMPANY CAR DRIVER IN CAR PARK

Issued 23rd October 2002

Company car drivers are more dangerous statistically before they leave the car park than they are on the open road, according to a new survey released by IAM Fleet, the occupational risk road safety specialists.

IAM Fleet released details on the eve of the Motor Show (23 October 2002) having surveyed their panel of specialist trainers who provide in-car tuition for companies of all sizes across the UK.

Feedback from clients showed that nearly 60 per cent of the incidents that cause vehicle damage occur at very low speeds in car parks.

On-road incidents were mainly front-end shunts, of different severity, normally caused by tailgating (20 per cent in any given year). Minor side collisions ("mirror clipping") - caused typically by not positioning the vehicle properly or early enough - accounted for around 15 per cent of vehicle damage incidents.

Other vehicle damaging incidents (less than five per cent) were attributed to lack of indication and lane "wander".

"While these low speed shunts tend to cause minimal injury, the danger is obvious. We have used this feedback to rearrange the driver training day to focus on manoeuvring for with certain clients," said IAM Fleet UK National Business Manager Bob Hinchliffe.

"Fleet managers considering the new models at the Motor Show might do well to invest in a driver training programme in the light of this research. After all, safety is no accident."

Jokes:

For the Ladies:

1. It is important to find a man who works around the house, cooks and cleans, and helps care for the kids, and who makes money.
2. It is important to find a man who loves to spend money on you, and show you a good time.
3. It is important to find a man who's good in bed and who loves to have sex with you.
4. It is important that these three men never meet.

13 Rules For Work:

1. Never give me work in the morning. Always wait until 4:00 and then bring it to me. The challenge of a deadline is refreshing.
2. If it's really a rush job, run in and interrupt me every 10 minutes to inquire how it's going. That helps. Even better, hover behind me, and advise me at every keystroke.
3. Always leave without telling anyone where you're going. It gives me a chance to be creative when someone asks where you are.

4. If my arms are full of papers, boxes, books, or supplies, don't open the door for me. I need to learn how to function as a paraplegic and opening doors with no arms is good training in case I should ever be injured and lose all use of my limbs.
5. If you give me more than one job to do, don't tell me which is priority. I am psychic.
6. Do your best to keep me late. I adore this office and really have nowhere to go or anything to do. I have no life beyond work.
7. If a job I do pleases you, keep it a secret. If that gets out, it could mean a promotion.
8. If you don't like my work, tell everyone. I like my name to be popular in conversations. I was born to be whipped.
9. If you have special instructions for a job, don't write them down. In fact, save them until the job is almost done. No use confusing me with useful information.
10. Never introduce me to the people you're with. I have no right to know anything. In the corporate food chain, I am plankton. When you refer to them later, my shrewd deductions will identify them.
11. Be nice to me only when the job I'm doing for you could really change your life and send you straight to manager's hell.
12. Tell me all your little problems. No one else has any and it's nice to know someone is less fortunate. I especially like the story about having to pay so many taxes on the bonus check you received for being such a good manager.
13. Wait until my yearly review and THEN tell me what my goals SHOULD have been. Give me a mediocre performance rating with a cost of living increase. I'm not here for the money anyway.

How to Lie to the Bathroom Scale

1. Weigh yourself with clothes on, after dinner ... as well as in the morning, without clothes, before breakfast, because it's nice to see how much weight you've lost overnight.
2. Never weigh yourself with wet hair.
3. When weighing, remove everything, including glasses. In this case, blurred vision is an asset. Don't forget the earrings, these things can weigh at least a pound.
4. Use cheap scales only, never the medical kind, because they are always five pounds off ... to your advantage.
5. Always go to the bathroom first.
6. Stand with arms raised, making pressure on the scale lighter.
7. Don't eat or drink in the morning until AFTER you've weighed in, completely naked, of course.
8. Weigh yourself after a haircut, this is good for at least half a pound of hair (hopefully).
9. Exhale with all your might BEFORE stepping onto the scale (air has to weigh something, right?).
10. Start out with just one foot on the scale, then holding onto the towel rack in front of you, slowly edge your other foot on and slowly let off of the rack. Admittedly, this takes time, but it's worth it. You will weigh at least two pounds less than if you'd stepped on normally.

Something to remember –

“Never drive faster than your guardian angel can fly!”

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.



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.