



Group 3081



Registered Charity No: 1053330



Newsletter

Affiliated to:



Registered Charity No: 249002

Autumn 2000



INTRODUCTION

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

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

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about the Group or the Institute please contact:

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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



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

6th September - 'SOCIAL NIGHT'
- Goodyear's Main Bar @ 8.00pm

13th September 'WEST MIDLANDS AMBULANCE SERVICE'
Talk by George D'Arcy and Paramedic Motorcycle
Wombourne Police @ 8.00pm

4th October - 'SOCIAL NIGHT'
- Goodyear's Main Bar @ 8.00pm

11th October – 'Examiners Night'
Time to ask them. Clear any doubts!
Wombourne Police @ 8.00pm

1st November - 'SOCIAL NIGHT'
- Goodyear's Main Bar @ 8.00pm

8th November – 'Highways Agency'
Talk by Len Murray
Wombourne Police @ 8.00pm

6th December - 'SOCIAL NIGHT'
Goodyear's Main Bar @ 8.00pm

Sunday 10th December – 'Christmas Dinner'
(Drive, Ride and a Meal – TBA at Meetings)

December 2000 – No other Meetings

3rd January - 'SOCIAL NIGHT'
Goodyear's Main Bar @ 8.00pm

10th January 2001 – 'A Surprise Package from the Fire Service!'
Talk by Bob Jackson
Wombourne Police @ 8.00pm

7th February - 'SOCIAL NIGHT'
Goodyear's Main Bar @ 8.00pm

14th February – Wolverhampton Road Safety
Talk by (To be advised)**
Wombourne Police @ 8.00pm

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



Contact List 2000

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TEST ADMINISTRATOR
(See - Associate Controller)

EVENTS CO-ORDINATOR
****V A C A N T****

PUBLICITY OFFICER
****VACANT****

ADDITIONAL TRUSTEES
Norman Bowater
14 Wood Road
Tettenhall
W-ton WV6 8LS
Tel:- 01902 753588

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 - Associate Controller

Chairman's Comment

If you are a new Associate, welcome to the Group. To all, keep in regular contact. Don't forget advanced motoring is more than the vehicle – it's the human – maintain and develop YOUR skills and anticipation.

Obituaries

This summer we seem to have passed through a very sad time. In early July, we learnt of the loss of our friend and examiner Ken Deighton. Ken showed clarity of understanding with sympathy and a gentleman's way of expressing his point. He also had an interesting sense of humor. Our thoughts and sympathies are extended to his wife Barbara and all the family. The Group was represented at his funeral.

Unfortunately, Norman Bowater, committee member and Group trustee, lost his wife Doreen. They have both worked quietly for the Group for many years. Our thoughts and sympathies go to Norman and their families at this time.

Regretfully too, another long-standing Group worker Mike Robson passed away. Those of you that have been members for some time will remember Mike was our Newsletter Editor and committee member for some years. He will be remembered as a man of direct speech, pragmatic through difficulties, having great humour and wit – a real friend to those who knew him personally. The Group was strongly represented at his funeral. Our thoughts and sympathies go to his wife, Margaret and his families at this time.

Some Group Motorcyclists

In June, our committee was informed that some group motorcyclists had decided to form a new local advanced motorcycle group. An inaugural meeting, with I.A.M. Regional Officers attending has since taken place for this new group. All W.A.M.M. motorcycle members were to be contacted by this new group's committee.

Our Group committee is reviewing future plans for our Group and will relay the outcome to you. A Special Group Meeting will be called if thought necessary.

Motorcycle Members

It would assist W.A.M.M. if motorcycle members could formally contact Paul Williamson or myself as to their membership RENEWAL INTENTIONS with W.A.M.M. This will enable the committee to have a clearer view of the W.A.M.M. Group.

Our Group Committee

With the loss of motorcycle members from the committee we need new blood. Most of the remaining committee is multi-tasking to cover the gaps created by this unexpected change.

Future progress of our Group will happen if there are VOLUNTEERS! Just a few hours a month will greatly benefit our Group as a committee member. VOLUNTEERS or questions contact Paul Williamson, any committee member or myself. Be assured you will have continuing assistance with your role.

Dave Shenton

Here's the good news that I said was coming . . . Our long-standing friend and examiner, Dave Shenton is now the new Motorcycle Advisor to the I.A.M. Council and called "*El Supremo*"! Congratulations, Dave and safe riding around the country! Because of the new group, London I.A.M. asked Dave to resign from being a Vice-President of W.A.M.M. Our group benefited greatly during his time as Chairman and we are sure that he will continue to serve the aims and purposes of the I.A.M. in his new position.

Finally, at the Motorcycle Museum in May, the I.A.M. National Motorcycle Conference voted our Region to organise the I.A.M. stand at the Motorcycle Show, 9-19 November at the NEC. If you have any ideas, contacts, etc please let me know quickly, thanks.

I have had to omit some road safety information in this issue but that is saved for next time.

Garth

From the Editor

Summer is now fading behind us in our rear-view mirror and soon we will be turning the clocks back. Mind the wet leaves on the roads, folks! Ooooooops! Sorry, Officer!

We have been able to reduce the cost of your newsletter slightly to get an even better printing deal for your newsletter from that promised in your last issue. Issues will continue to be winter, late spring and early autumn. Hopefully this way we can continue to keep the Newsletter at its present content size.

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

Your Group Newsletter:

1. What is missing from it? In a nutshell – contributions from yourselves.
 - Only one person from the membership has sent some articles since the last issue beyond those from your Committee Members that appear in this issue. We do need your input also to reflect a Group Newsletter.
2. How could it be improved? Your constructive comments would be appreciated. Remember these should be supported by possible solutions.
3. What do you particularly like about it? It is nice to hear this also, so that we can continue a theme, common topic articles, etc.

Your articles, letters, comments, etc.

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

*****CONTRIBUTORS - PLEASE NOTE: the closing date for any input into your Winter Issue is – Wednesday November 1st 2000***

'Committee Meeting Snippets'

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

Events:

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

E-Mail Addresses

Have you got an e-mail address?

- If so please tell your Membership Secretary, Paul Williamson and myself by sending us a test message identifying your address.
- Should you fill in the 'Group Membership Form' / 'Change of Address Details' at any time please complete the e-mail part.
- Knowing your electronic address will enable us to contact you better and quicker.

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

From your Chief Observers - Cars & Motorcycles

**** 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.

CARS (Graham Linton)

Congratulations to all who have passed their ADVANCED test since our last newsletter, well done and keep your standards up by being self critical, and don't fall back into those bad habits you have now given up!

Welcome to all new associates and thank you for joining our group, In this newsletter you will find a list of training dates usually on a Monday at Lucas in Wolverhampton. These training sessions are specifically to help "you" obtain your Advanced Certificate. Associates attending previous training courses have said how helpful it had been to have any Driving queries cleared up. So now we are to make these training sessions compulsory for all associates as this has been for some time with other IAM groups.

All observers shall be responsible for steering their associate towards the next available training date. (Associates must attend one training session)

NATIONAL SPEED LIMITS.

I ask all our members to try and continually stick to our Country's speed limits, as in doing so you will not only keep your licence clean and avoid fines, but also contribute to saving lives.

It should mean that in Towns and 30mph restrictions you will be at the head of a line of traffic and helping other drivers not to break the law.

Knowing that it can be frustrating at times with traffic queuing behind, you must console yourself with the fact that you are or will be an Advanced driver and as such responsible for keeping to those speed limits which in turn will save lives. (If you don't keep those limits whom else will?)

Bryan Lunn says that "speed limits are the maximum"

MOTORCYCLES (Garth Jones)

- **I**nformation. We have a higher viewpoint, seeing over hedges, cars or move out for a glance.
 - ▶ Beware - that information is not missed from the rear, or not linked or not used.
- **P**osition. We are very manoeuvrable.
 - ▶ Beware - that we think we can always manoeuvre our way out of a hazard.
- **S**peed. We can be finely accurate to balance this with using the uphill or downhill road shape.
 - ▶ Beware - that we do not forget other 'minor' hazards that we have not experienced for a time.
- **G**ear. We use these progressively for efficient engine use.
 - ▶ Beware - that we don't miss time these, or are too trusting with it.
- **A**cceleration. We have a quick rate of acceleration to move away from a hazard.
 - ▶ Beware - of not accelerating into a hazard when moving away from another.

Be unobtrusive yet in sight, stay safe and enjoy the riding.



Welcome - and Congratulations!



New Members

Welcome to: -

Car Associates:

- E. Rowley
- D. Patel

Motorcycle Associates:

- L. Jarvis

- on joining the Group.

Advanced Test Passes

Congratulations to: -

Car:

Paul Guinan
Jean Woodland
Richard O'Brian

Observer:

David Allen
Nigel Brown
David Allen

Motorcycle:

D.Taylor
M.Hodgetts
R.Stewart
M.Eaedley
R.Painter

Observer:

B.Bough
S.Dalloway
J.Brown
K.Picken
J.Clarke

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.

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

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



If you want to find out what to do: -

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



Group Regalia



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

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

ORDER FORMS ARE AVAILABLE FROM DAVE SHENTON.

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

Motorex Products

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

AVAILABLE FROM GARTH JONES

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



(Group 3081)
(Registered Charity No. 1053330)

Group Secretary:
Mr. P Williamson
16 Lesscroft Close
Pendeford
Wolverhampton
West Midlands WV9 5LJ
Tel: 01902 831183

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.

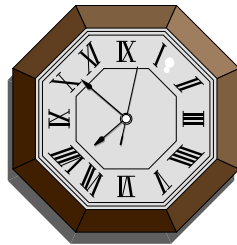
An appointment for the Test is made via the Group and the I.A.M. London, with a local Examiner who is a Police Advanced Driver. The test takes one and a half-hours and covers about thirty-five miles. All types of road are involved and it includes parking and slow manoeuvres. All of this will have been 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:** £10
- FULL MEMBERSHIP:** (Effective 1st April, 2000) £10
- FAMILY/JOINT MEMBERSHIP:**
- (2 FULL members at the same address - (Effective 1st April, 2000)) £15



'Membership Renewal' Time – was - 1st April, 2000

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

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

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

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

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

Wolverhampton Advanced Motorists and Motorcyclists



Group 3081 (Registered Charity No. 1053330)

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

*Car / Commercial / Motor Cycle / Mini-Bus

*Manual / Automatic

Other Modifications:

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

Preferred Name: Address:

.....Post Code:

Tel. No: E.Mail Address:

Date of Birth: Occupation:

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

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

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

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

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

Has any Court in the last three years ordered a conviction to be endorsed on your 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:

Mr. P Williamson
16 Lesscroft Close
Pendeford, Wolverhampton WV9 5LJ

How did you hear about the IAM?

***Delete as applicable**



Change of Address details, etc.

Membership category: (Tick as applicable)

- Car Motorcycle
 Mini-bus Commercial

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

New Address

.....

Post Code **Telephone**

E.Mail Address:

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

Signature

Please show as:- Associate / Member / Observer

PLEASE COMPLETE AND RETURN TO:

Mr. P Williamson
16 Lesscroft Close
Pendeford
Wolverhampton
West Midlands WV9 5LJ

Refresher drives

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

As the need for these varies throughout the year please contact Nigel Brown so that when enough people have expressed interest a meeting can be arranged. The meeting point and contact details are below.

Fourth Monday of the month:

Goodyear Training Centre
Contact: Nigel Brown
(01902 - 752443)

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

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

Committee Meeting Snippets

Summer / Autumn

- 'Meeting the Public' – Mander Centre 27.05.2000 – About 50 people took Group information away with them.
- The Pavilion Garden Centre (29-30th July) and Garden Land (12-13th August) – both on the A454 Bridgnorth Road have said we can put up Group stands on these dates.
- Our region (Region 3) will be organising the stand for the Motorcycle Show in November. Ideas for the stand are needed.
- New Group Rules are now in force.
- Poor attendance at meetings. Members are to be encouraged to be more active.
- Information from London has been of low volume of late.
- Membership at May 2000 was 197.
- 'Lorry Driver of the Year' Competition – Saturday July 16th – helpers are required.
- A speaker from the Association of British Drivers is to be booked for February 2001.
- The number of new associates has dropped to almost nil since the introduction of the voucher scheme came into being. As surrounding groups are not having problems getting new associates this is to be taken up with London.
- Dave Shenton has got married to Sue on 8th July. On behalf of all members a card and gift was sent.
- The Group Treasurer is continuing to investigate alternative accounts for our monies to obtain a better deal.
- Some group motorcycle members have decided to form their own group.
- Ken Deighton (Examiner) and Mike Robson (W.A.M.M. ex.Committee Member) passed away.
- Recruitment Days – at the Pavilion and Gardenland Gardening Centres (Bridgnorth Road) – 29-30 July and 12-13 August respectively.

Articles

Instructions for giving your cat a pill.

For anyone who's ever had a cat

Pick cat up and cradle it in the crook of your left arm as if holding a baby. Position right forefinger and thumb on either side of cat's mouth and gently apply pressure to cheeks while holding pill in right hand. As cat opens mouth, pop pill into mouth. Allow cat to close mouth and swallow. Retrieve pill from floor and cat from behind sofa.

Cradle cat in left arm and repeat process. Retrieve cat from bedroom, and throw soggy pill away. Take new pill from foil wrap, cradle cat in left arm holding rear paws tightly with left hand. Force jaws open and push pill to back of mouth with right forefinger. Hold mouth shut for a count of 10. Retrieve pill from goldfish bowl and cat from top of wardrobe.

Call spouse from garden. Kneel on floor with cat wedged firmly between knees, holding front and rear paws. Ignore low growls emitted by cat. Get spouse to hold cat's head firmly with one hand while forcing wooden ruler into mouth. Drop pill down ruler and rub cat's throat vigorously. Retrieve cat from curtain rail, get another pill from foil wrap. Make note to buy new ruler and repair curtains. Carefully sweep shattered figurines from hearth and set to one side for gluing later.

Wrap cat in large towel and get spouse to lie on cat with its head just visible from below spouse's armpit. Put pill in end of drinking straw, force cat's mouth open with pencil and blow down drinking straw. Check label to make sure pill is not harmful to humans, drink glass of water to take taste away. Apply Band-Aid to spouse's forearm and remove blood from carpet with cold water and soap. Retrieve cat from neighbour's shed.

Get another pill. Place cat in cupboard and close door onto neck to leave head showing. Force mouth open with dessert spoon. Flick pill down throat with elastic band. Fetch screwdriver from garage and put door back on hinges. Apply cold compress to cheek and check records for date of last tetanus shot. Throw T-shirt away and fetch new one from bedroom. Ring fire brigade to retrieve cat from tree across the road. Apologise to neighbour who crashed into fence while swerving to avoid cat.

Take last pill from foil wrap. Tie cat's front paws to rear paws with garden twine and bind tightly to leg of dining table. Find heavy duty pruning gloves from shed. Force cat's mouth open with small spanner. Push pill into mouth followed by large piece of fillet steak. Hold head vertically and pour pint of water down throat to wash pill down. Get spouse to drive you to emergency room; sit quietly while doctor stitches fingers and forearm and removes pill remnants from right eye. Stop by furniture shop on way home to order new table.

Arrange for vet to make a house call.

(Yeah, I know ... been there, seen it, got the blood soaked tee-shirt !!!)

CONTROL OF SUBSTANCES HAZARDOUS TO HEALTH

HEALTH & SAFETY EXECUTIVE - MATERIAL SAFETY DATA SHEET

Element: Woman
Symbol: Wo
Discoverer: Adam
Atomic Mass: Accepted as 53.6kg., but may vary from 40 to 200kg.
Occurrence: Abundant in all urban areas.

PHYSICAL PROPERTIES

- Surface usually covered with painted film.

- Boils at various temperatures, freezes without apparent reason.
- Melts if given special treatment.
- Bitter if incorrectly used.
- Found in various states from virgin metal to common ore.
- Yields to pressure applied to correct points.

CHEMICAL PROPERTIES

- Has great affinity for gold, silver, platinum and precious stones.
- Absorbs great quantities of expensive substances.
- May explode spontaneously without prior warning and for no known reason.
- Becomes caustic when provoked.
- Insoluble in liquids, but activity greatly increased by saturation in alcohol.
- Most powerful money reducing agent known to man.

COMMON USES

- Mainly ornamental.
- Can be a great aid in relaxation.
- Very effective cleaning agent.

TESTS

- Pure specimen turns pink when found in natural state.
- Turns green when placed beside a better specimen.

POTENTIAL HAZARDS

- Highly dangerous, except in experienced hands.
- Illegal to possess more than one, although experienced operators can maintain several in different locations as long as specimens do not come into direct contact with each other.

[Editor: All in good fun, peoples. Anybody got the male version to appear in the next issue?]

About Engineers and Managers

A man is flying in a hot air balloon and realises that he is lost. He reduces height and spots a man below. He lowers the balloon further and shouts, "Excuse me, can you help me? I promised my friend I would meet him half an hour ago, but I don't know where I am."

The man below says, "Yes. You are in a hot air balloon, hovering approximately 30 feet above this field. You are between 40 and 42 degrees North latitude, and between 58 and 60 degrees West longitude."

"You must be an Engineer," says the balloonist.

"I am" replies the man. "How did you know?"

"Well" says the balloonist, "everything you have told me is technically correct, but I have no idea what to make of your information, and the fact is I am still lost."

The man below says, "You must be a manager."

"I am" replies the balloonist, "but how did you know? "

"Well," says the man, "you don't know where you are, or where you are going. You have made a promise, which you have no idea how to keep, and you expect me to solve your problem. The fact is you are in the exact same position you were in before we met, but it is somehow my fault".

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.

IAM APPOINTS NEW MOTORCYCLE SUPREMO

Issued 13 May 2000

The Institute of Advanced Motorists (IAM) has appointed a new Motorcycle Advisor, it was announced at the IAM's annual Motorcycle Conference in Birmingham today (13 May).

He is Dave Shenton, 43, from Perton in Staffordshire, who has considerable experience as a motorcyclist, originally as a Motorcycle Patrol Officer with the West Midlands Police, and more recently was responsible for the day-to-day running of the Wolverhampton-based bike consultancy Advanced Rider Training, coaching motorcyclists preparing for the IAM test.

Dave will now advise the IAM's National Groups Committee and Head Office staff on motorcycling matters. He joined the IAM in 1985 and has been an active member of the Wolverhampton Group where he is Vice President. In 1990, Dave was appointed an IAM Examiner and since then has conducted tests for the IAM for not only bike, but also car, light commercial and mini bus.

His new role is unsalaried and Dave takes up his post on 1 July. As Motorcycle Adviser, Dave's appointment will be welcomed by the IAM's 7,000 motorcycle members - the fastest growing section of the IAM.

"Bikers have the most to gain from the IAM's work educating Britain's drivers and riders - because sadly it is typically the bikers in so-called accidents who come off the worst," said Dave. "I am looking forward to playing this key role within the IAM's National Groups Committee."

The appointment takes effect when IAM's veteran bike adviser Rod Collins retires.

BIKERS WARNED "DON'T TRY TO BE LEADER OF THE PACK"

Issued 4 November 1999

Britain's motorcyclists were warned today at the NEC's International Motorcycle Show that peer pressure can be a killer - because not everybody can be "leader of the pack".

The Institute of Advanced Motorists (IAM) displayed a smashed up Honda Fireblade to make the point that fatal accidents involving bikers are still too common, despite reductions in other road casualties. Latest statistics (1998) show that serious injuries to motorcyclists continue to climb, defying national trends for other road users.

"I'm convinced that many of these accidents - some of them fatal - are the result of peer pressure among bikers, the dangerous, macho mentality that says you have to be leader of the pack," said Phil Donovan Vice Chairman of Thames Vale Advanced Motorcyclists, which is one of 80 local IAM groups throughout the UK to help motorcyclists improve their riding skills.

"Even on my own group's doorstep, in Berkshire, there were 339 serious injuries from bike accidents last year. Riding a bike involves risk but riding skills can make it less dangerous. It can also be more fun if it's done properly. IAM groups like ours can show you how. The network of 80 IAM advanced motorcyclist groups across the country have a club feel. They offer free individual coaching - so you are well prepared before you to take the advanced motorcyclist test," said Phil. "Our members enjoy a safer ride, and a good, lively social scene." he said.

The IAM is the largest, fastest growing advanced riding organisation in the UK, dedicated to helping motorcyclists to improve their riding standards to the advanced level. Many associates go on to become qualified observers who guide others.

Fact Sheet 01/001 - DRIVING ABROAD

Driving abroad is different and can often be difficult, particularly if you don't drive abroad regularly. Follow these simple IAM guidelines and your driving should be safe and more relaxing.

- Driving on the right hand side of the road will seem strange at first so concentrate all the time you are driving. Make sure you know the rules of the road in the country that you are in and obey them. Many rules and traffic regulations will be the same as in the UK, but some countries do have particular rules and regulations. They are often enforced with greater firmness and being a tourist may not get you off the hook. For example, French AutoRoute police can calculate your average speed between tollbooths, issue a ticket on this evidence alone and impose on-the-spot fines.
- In some countries, again France for example, vehicles approaching from the right usually have priority. Local people will usually expect everybody to comply with this rule.
- Make sure that you understand the meaning of all road signs and obey them. Most of them will be familiar to you and the meaning of those that are not should be fairly obvious. Remember the general rule:- **triangles warn, circles prohibit and rectangles inform.**
- In most European countries, it is a legal requirement that drivers carry a red warning triangle in case of breakdown or accident. If you do break down or have an accident, put the red triangle at least 50 metres (164 ft) before the obstruction and on the same side of the road; 150 metres (492 ft) on the hard shoulder of motorways. At night or in poor visibility do not stand behind your vehicle or let anyone else do so, it could prevent other drivers seeing your rear lights.
- Say "**Think Right - Look Left**" to yourself every time you start to drive or approach a roundabout or road junction. This will put you in the right place on the road, travelling in the direction of the traffic flow and looking in the direction from where the first danger is most likely to come. Saying "**Think Right - Look Left**" to yourself will also help to avoid your natural inclination to want to drive on the left side of the road.
- Do not drive too far without a break - tiredness can kill. Take a break every two hours and, if possible, change drivers regularly. Plan your route and make sure you have an up-to-date map.
- Overtaking is a difficult and potentially dangerous manoeuvre. You must always be sure that your overtake is going to be safe. Driving a right-hand drive car on the "other" side of the road means you are not in the best position to see ahead. Always remember, the decision to overtake is yours - do not rely on the judgement of the passenger in the front seat.
- Make sure that the car you are driving is roadworthy and that the headlights have been properly adjusted, if that is necessary.
- You must tell your insurance company if you intend to take your own car abroad. You should also ask your insurance company if you need an International Driving Licence, Green Card or Bail Bond.

TRANSPORT PLANNERS TOLD YOUR LOCAL TRAFFIC "IS ONLY AS SAFE AS THE WORST DRIVER OR RIDER"

Issued 26 May 2000

Transport chiefs from local authorities were reminded today by the Institute of Advanced Motorists (IAM) that they should give a high priority to road safety schemes when they are drawing up their Government blueprints - and pay more attention to driver education.

"The Government has reiterated its commitment to a road safety strategy in the new Local Transport Plans (LTPs) and the IAM welcomes that commitment. But to make road safety work at the local level, we do not want to see the usual diet of speed humps and fines. Improving the standard of driving and riding is about education - not just engineering or enforcement," explained IAM Chief Examiner Bryan Lunn.

"So-called road accidents are usually the result of an error. Local transport chiefs should remember that the traffic in their area is only as safe as the worst driver or rider at any given moment," he said.

Every local authority will be drawing up an LTP, which was a key element of the Government's Integrated Transport White Paper (ITWP). Full plans submitted in July this year will run for five years.

"We know that the Minister, Keith Hill, will be looking for examples of good practice through the Centre of Excellence initiative. Let's see some genuine bids to raise the driving and riding standards among those," said Mr Lunn. *"Motorcyclists and drivers will welcome local plans that improve the riding standards without relying exclusively on traffic calming or enforcement,"* he added.

GOOD DRIVERS HAVE NOTHING TO FEAR FROM ROAD SAFETY REVIEW, SAYS THE IAM

Issued 1 March 2000

The Government's long-awaited [Road Safety Strategy](#), incorporating the speed review, has been welcomed by the Institute of Advanced Motorists (IAM), the leading road safety organisation dedicated to raising driving standards, who said responsible drivers have "nothing to fear" from the proposals. The IAM believes that the new targets to be achieved by the year 2010 are demanding, but achievable.

"In particular we welcome the move to reduce young pedestrian casualties unveiled by the Prime Minister, which have for some years now tarnished the UK's otherwise impressive road safety record," said IAM Chief Executive Christopher Bullock.

"The proposal to encourage companies to train all their drivers is also an excellent initiative. It is entirely right for companies to apply the same risk management techniques and training to company car use as they would to any other potentially dangerous company activity," said Mr Bullock. *"This is already an established practice in many leading companies and we know from our experience with them that driver training programmes are 'win-win'. Such programmes most importantly reduce injuries to staff and other road users but the investment that companies make in them can be more than paid back by*

savings in vehicle, fuel and insurance costs."

Mr Bullock gave as an example the recent IAM Fleet deal with BP Amoco, thought to be the country's biggest driver training programme. The IAM will provide BP Amoco UK staff, (fleet and private car drivers) with a defensive driver training course, involving advanced driving skills including the need for concentration and awareness of the driving environment.

"The range of proposals outlined within the strategy is the best attempt yet to make the next major step forward in reducing the level of road casualties." said Mr Bullock. "It is too easy to polarise the road safety debate into 'motorists vs. the rest'. But don't forget, those same motorists are often also pedestrians, cyclists and parents. Responsible drivers and riders can only gain from this strategy, along with all other road users." he said.

The Government's proposal to extend 20mph zones could help reduce child casualties, said Mr Bullock. But he warned that engineering and enforcement alone will not meet the targets - the Government must be prepared to put resources into the third 'e' of road safety - education.

"Any speed limit must be appropriate to that particular section of road; blanket reductions are not the answer. Bad driving can cause a crash within any legal speed limit, and even below it. And while any victim of the crash may be likely to incur less serious injuries at lower speeds, is it not more sensible to put the emphasis on preventing the crash and the injury altogether? Drivers must be educated to treat speed limits as exactly that - limits, not targets". he said" he said.

MOBILE PHONES "HEALTH RISK IN THE HANDS OF A BAD DRIVER"

Issued 11 May 2000

Commenting on today's report by Sir William Stewart of Tayside University, Bryan Lunn, Chief Examiner at the Institute of Advanced Motorists (IAM) said:

"A driver using a mobile phone is running an additional health risk to themselves and to others - because they are not concentrating 100 per cent on the road and it is likely that someone will end up in a casualty ward as a result.

"Mobile phones and driving are both an essential part of everyday life for many people - but the two activities must always be kept separate. Driving and talking on the phone at the same time can divert or split your concentration and so compromise your control of the vehicle.

"The Police can and do prosecute if they see a hand held mobile phone in use by a driver. Even if you have a hands-free system, try to avoid using the phone while driving as it distracts from the main task. Doing two things badly is not good for you or for road safety generally."

Fact Sheet 05/001 - TIPS FOR GREENER DRIVING

Cars are much more environmentally friendly these days. Some popular models produce less than five percent of regulated pollutants typically around in the 1970's. But technology aside, motorists themselves can "do their bit" for the environment.

- Ask yourself: "*Do I really need to drive?*" It's the shortest journeys - less than 2 miles - which cause the most pollution. A straining cold engine will produce 60 percent more pollution than a warm one. Yet it's these shorter journeys that are ideal for walking, cycling, or using public transport instead.
- Plan your journey. A bit of forethought can save much wear and tear - for the car, and the driver. Try to take the most direct route and go off peak if possible. If you have to commute by car, think about car sharing, Park and Ride schemes or public transport.
- Have your car or motorbike serviced regularly. This helps maintain efficient running and good economy. Inefficient, under-serviced engines can reduce fuel economy by ten percent or more. Catalytic converters are environmentally friendly - but only if they are properly maintained. Correct tyre pressures will keep wear down and economy up. Under-inflated tyres need replacing more often (itself an environmental problem) and waste fuel. They are also dangerous.
- Obey the Speed limits. Think ahead to avoid harsh acceleration and braking which also waste fuel. Try to "feather" the throttle as you reach your cruising speed. Doing 56mph uses 25 percent less fuel than 70mph and a smoother driving style can bring significant fuel saving. But never coast to save fuel; vehicle control must not be compromised.
- Reduce the drag factor by removing roof racks and carriers when not in use. Driving with the window open also increases drag and lowers fuel economy. Remove unnecessary boot luggage; avoid heavy accessories and wide tyres that add rolling resistance. Air conditioning lowers fuel economy so use the vent settings as much as possible instead. In hot weather park in the shade.
- Buy green fuel - and use less of it. To ensure that emissions are reduced after starting the vehicle, reverse in when you park so that you can drive away immediately but gently. If you get stuck in traffic, switch off the engine. An idling engine gives you zero miles per gallon! Find out if you can buy low sulphur diesel (City diesel) or cleaner petrol (low sulphur/aromatics) locally.

Well ?

[Editor: No, no, no you misunderstand! I got this off the Web – it was written by a woman!]

What I Want In A Man, Original List ... (at age 22)

1. Handsome
2. Charming
3. Financially Successful
4. A Caring Listener
5. Witty
6. In Good Shape
7. Dresses with Style
8. Appreciates the Finer Things
9. Full of Thoughtful Surprises
10. An Imaginative, Romantic Lover

What I Want In A Man, Revised List ... (at age 32)

1. Nice Looking - preferably with hair on his head
2. Opens car doors, holds chairs
3. Has enough money for a nice dinner at restaurant
4. Listens more than he talks
5. Laughs at my jokes at appropriate times
6. Can carry in all the groceries with ease
7. Owns at least one tie
8. Appreciates a good home cooked meal
9. Remembers Birthdays and Anniversaries
10. Seeks romance at least once a week

What I Want In A Man, Revised List ... (at age 42)

1. Not too ugly -- bald head OK
2. Doesn't drive off until I'm in the car
3. Works steady -- splurges on dinner at McDonald's on occasion
4. Nods head at appropriate times when I'm talking
5. Usually remembers the punchlines of jokes
6. Is in good enough shape to rearrange the furniture
7. Usually wears shirt that covers stomach
8. Knows not to buy champagne with screw-top lids
9. Remembers to put the toilet seat lid down
10. Shaves on most weekends

What I Want In A Man, Revised List ... (at age 52)

1. Keeps hair in nose and ears trimmed to appropriate length
2. Doesn't belch or scratch in public
3. Doesn't borrow money too often
4. Doesn't nod off to sleep while I'm emoting (showing affection)
5. Doesn't retell same joke too many times
6. Is in good enough shape to get off couch on weekends
7. Usually wears matching socks and fresh underwear
8. Appreciates a good TV dinner
9. Remembers your name on occasion
10. Shaves on some weekends

What I Want In A Man, Revised List ... (at age 62)

1. Doesn't scare small children
2. Remembers where bathroom is
3. Doesn't require much money for upkeep
4. Only snores lightly when awake (LOUDLY when asleep)
5. Remembers why he's laughing
6. Is in good enough shape to stand up by himself
7. Usually wears some clothes
8. Likes soft foods
9. Remembers where he left his teeth
10. Remembers when...

What I Want In A Man, Revised List ... (at age 72)

1. Breathing

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