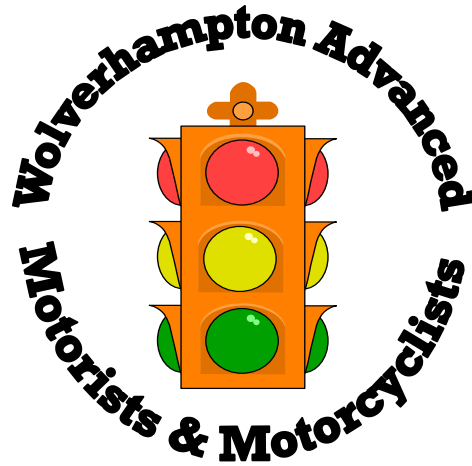




Group 3081



Registered Charity No: 1053330



# Newsletter

Affiliated to:



Registered Charity No: 249002

## Winter 2000



## **INTRODUCTION**

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

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

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

Mr. Paul Williamson  
W.A.M.M. Group Secretary  
Tel: 01902-831183  
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Group Web Site: [w-a-m-m.freeseve.co.uk/index.shtml](http://w-a-m-m.freeseve.co.uk/index.shtml)  
I.A.M. Web Site: [www.iam.org.uk](http://www.iam.org.uk)



## **DISCLAIMER**

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

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# Events & Meetings



**\*PLEASE NOTE:**

- THAT UNLESS OTHERWISE STATED ALL DATES ARE 'WEDNESDAY'
- WE HAVE MOVED THE VENUE FOR OUR MONTHLY MEETINGS - 'THE FRIENDS MEETING HOUSE, WOLVERHAMPTON' - SEE THE MAP AND DIRECTIONS ON THE FOLLOWING PAGE (No.5 of 25)

**December 2000 – No Meetings**

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**10<sup>th</sup> January 2001 – ‘A Surprise Package from the Fire Service!’**  
Talk by Bob Jackson  
Friends Meeting House - Wolverhampton @ 8.00pm

**Monday 29<sup>th</sup> January 2001 – ‘Observer Night’**  
**\*\*Observers – Please attend!\*\***  
Evening with Graham Linton – Chief Observer  
Lucas Aerospace, Stafford Road, Wolverhampton @ 8.00pm

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**Monday 5<sup>th</sup> February 2001 – ‘Associate Night’**  
**\*\*Associates – Please attend!\*\***  
Evening with Graham Linton – Chief Observer  
Lucas Aerospace, Stafford Road, Wolverhampton @ 8.00pm

**14<sup>th</sup> February 2001 – ‘Wolverhampton Road Safety’**  
Talk by John Partridge – Wolverhampton Council – Technical Services, Highways Dept.  
Friends Meeting House - Wolverhampton @ 8.00pm

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**14<sup>th</sup> March 2001 – ‘Drugs and Driving’**  
Talk by Roger Tucker  
Friends Meeting House - Wolverhampton @ 8.00pm

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**11<sup>th</sup> April 2001 – ‘Road Accident Investigation’**  
Talk by Mark Wakelam  
Friends Meeting House - Wolverhampton @ 8.00pm

**Monday 23<sup>rd</sup> April 2001 – ‘Observer Night’**  
**\*\*Observers – Please attend!\*\***  
Evening with Graham Linton – Chief Observer  
Lucas Aerospace, Stafford Road, Wolverhampton @ 8.00pm

**Monday 30<sup>th</sup> April 2001 – ‘Associate Night’**  
**\*\*Associates – Please attend!\*\***  
Evening with Graham Linton – Chief Observer  
Lucas Aerospace, Stafford Road, Wolverhampton @ 8.00pm

---

**9<sup>th</sup> May 2001 – ‘ANNUAL GENERAL MEETING’**  
**\*\*Please attend if you can!\*\***  
Friends Meeting House - Wolverhampton @ 8.00pm

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



# We have moved!

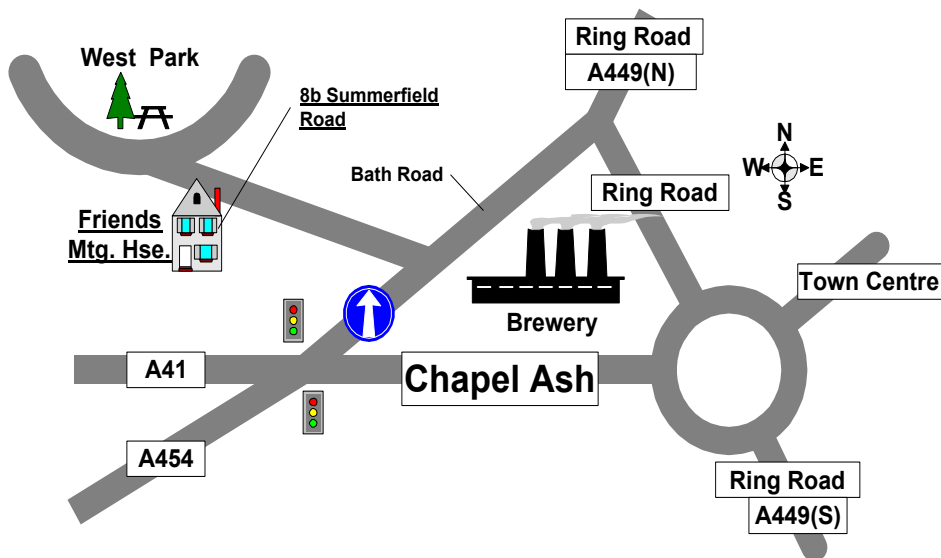
## New venue for our Group Monthly Meetings

Effective our meeting 10<sup>th</sup> January 2001 - monthly gatherings will now be 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 2000

## Committee / Trustees

**PRESIDENT**  
Bill Goodreds  
3 The Parade  
Wall Heath  
Kingswinford  
DY6 9AX  
Tel:- 01384 292381

**VICE PRESIDENT**  
Joe Brookes  
12 Turnpike Way  
Paddock Rise  
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Coven WV9 5HY  
[Joseph@brookes29.freemove.co.uk](mailto:Joseph@brookes29.freemove.co.uk)  
Tel:- 01902 791966

**VICE PRESIDENT**  
Judith Rowley  
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W-ton WV4 4HD  
Tel:- 01902 337945

**CHAIRMAN**  
Garth Jones  
10 Poplars Drive  
Codsall WV8 2BX  
[Garth@10jones.freemove.co.uk](mailto:Garth@10jones.freemove.co.uk)  
Tel:- 01902 846844

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16 Lesscroft Close  
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[paul\\_williamson@w-a-m-m@freemove.co.uk](mailto:paul_williamson@w-a-m-m@freemove.co.uk)  
Tel:- 01902 831183

**TREASURER**  
Graham Foulkes  
23 The Heathlands  
Wombourne  
Staffs. WV5 8HF  
Tel:- 01902 896492

**MEMBERSHIP SEC.**  
Paul Williamson  
(see - Secretary)

**ASSOCIATE CONTROLLER**  
Geoff Davis  
30 Glendale Close  
Finchfield  
W-ton WV3 8EN  
[geoff.davis2@tinyworld.co.uk](mailto:geoff.davis2@tinyworld.co.uk)  
Tel:- 01902 763478

**CHIEF OBSERVER-Cars**  
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W-ton WV12 5SY  
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Tel:- 01922 445464

**CHIEF OBSERVER**  
**-Motorcycles**  
(see – Chairman)

**NEWSLETTER EDITOR**  
Tony Robson  
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Bushbury  
W-ton WV10 9HD  
[robson@jantony.freemove.co.uk](mailto:robson@jantony.freemove.co.uk)  
Tel:- 01902.789557

**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

## Best wishes for the year 2001.

If you are a new Associate, welcome to the Group. Work with your Observer and use all of the events, videos and people in the Group to your advantage. Everyone in the Group has valuable experiences and suggestions, especially from the Advanced point-of-view.

### To all members

Many thanks for your concern following my heart attack in September. I am recovering well with medication, increasing exercise and 'TLC'. Many thanks to Paul Williamson who has taken over the leading role.

### Change of Venue

Please note the change of venue for Group Meetings to 'The Friends Meeting House', Summerfield Road, Wolverhampton. The committee gives its thanks for all of the assistance and interest given by the Police at Wombourne.

### Some thoughts from a Road Safety Officer

As promised, from another meeting earlier in 2000, here are some thoughts from a Road Safety Officer: -

- Most road incidents happen within 5 miles of home.
- 1/3 of road incidents involve a novice driver aged 17 to 19.
- Most of these happen at night or with passengers of a similar age.
- Learner drivers taught by parents / friends have no accidents (!)
- Sussex University research shows that for motorcyclists:-
  - Young riders have problems with hazards viewed in the distance
  - Experienced riders have problems with close hazards.

(HINT: - Be observant of "L" or "P". Observers, teach consistent all-round vision.)

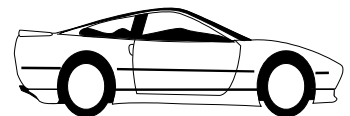
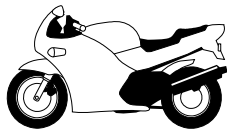
If we had a quiz; -

- Following the floods, what hazards could be expected?
- What happens to the stopping distance on wet roads?
- Describe the "slow wet tar" road sign.
- How many road hazards are there and what are they?
- Are there more or fewer hazards at night?
- What helpful observations are there at night?

See you at the next meetings.

***Stay safer on the black stuff.***

**Garth**



# From the Editor

Winter is wrapping its icy tentacles around our persons and vehicles. It is as well to remember in a timely fashion to do pre-winter checks and maintenance to both!

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

As you will all be aware our committee has shrunk somewhat with the creation of the Wolverhampton Advanced Motorcyclists Group a few months ago. All roles within your Group Committee require volunteers that give time having a genuine interest in their function, our Group and its aims in the furthering and improvement of road safety. We are therefore in need of new blood on the committee so that the current heavy load can be evenly distributed to give members old and new a better group.

## **Annual General Meeting – May 9<sup>th</sup> 2001**

This is your early reminder to attend this meeting as the next issue of your newsletter falls close to this date and the required timely notification needs to get to all group members. New committee members are needed, as you will see from the paragraph above. Equally some committee members may be up for re-election.

## **Your Group Newsletter:**

1. What is missing from it? In a nutshell – contributions from yourselves.
  - Nobody from the membership has sent any articles since the last issue beyond those from your Committee Members that appear in this issue. We do need your input to reflect a Group Newsletter. Material for inclusion does not just appear like magic!
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 nice to hear this also, so that we can continue a theme, common topic articles, etc.

## **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. No matter in what form your contributions are they are always welcome. 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 Issue is – Saturday March 31<sup>st</sup> 2001***

## **'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!

## **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.

In closing my ramblings, may I wish you and your families a very Merry Christmas and a Happy & Prosperous New Year 2001!

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



# From your Chief Observer

---

## **\*\* 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.

---

### **A Merry Christmas and a Happy New Year!**

Welcome to all new associates and thank you for joining our group. Your next Training date will be on Monday 5<sup>th</sup> February at Lucas in Wolverhampton. These training sessions are specifically to help “you” obtain your Advanced Certificate, and any Driving queries you may have can be cleared up. All observers are responsible for steering their associate towards the next training date. (Associates must attend one training session)

### **Observers Training Manual.**

Our new Training Manual for observers will be available at the ‘Observer Training Night’ on Monday 29<sup>th</sup> January, 2001. **\*\*Please ensure that you attend – if at all possible!!**

### **Speed Limits**

In the last Newsletter I asked all our members to try and continually stick to our Country's speed limits. How is it going? I know at times it is difficult but we must persist as in doing so we also contribute to saving lives.

- **DRIVE FOR LIFE WITH THESE THINGS IN MIND!**
- **SPEED LIMITS LIFE.**
- **SOS. = (Safety of Space)**
- **WIF. = (What if)**
- **BBB. = (Brain in position, before your bonnet)**

### **AUTOMATICS**

I have been asked what the correct method is for driving with an automatic gearbox. It is useful to know the correct method even if your vehicle is not an auto, as you never know when it will come in handy. Observers should of course be familiar with their associate's vehicles, which will be a constant learning cycle as technology constantly changes the way vehicles are made. What will never change is our need to be always vigilant and drive defensively and safely.

**... In the articles section of this Newsletter you will find an item on automatic gearboxes that was issued by the IAM Chief Examiner at that time of publication.**

### **ASSOCIATE AND OBSERVER NIGHTS**

Please attend one of the dates; let Graham Linton know which date. There will be information and discussion for both associates and observers on both nights.

- Venue: LUCAS AEROSPACE, Stafford Road, Wolverhampton.  
8 p.m. in the lecture theatre.
  - ☐ Tuesday 30<sup>th</sup> January 2001
  - ☐ Monday 6<sup>th</sup> February 2001

### **SAFE DRIVING!**

**Graham Linton**



# Welcome - and Congratulations!



## New Members

Welcome to: -

**Car Associates:**

Oliver Ayles

**Motorcycle Associates:**

- on joining the Group.

## Advanced Test Passes

Congratulations to: -

**Car:**

Des Reynolds

John Keily

Kathleen Cashmore

Simon Walford

Rolf Hilse

**Observer:**

Roy Richards

Andrew Cleaver

Brian Hadley

Richard Lloyd

Jones

-

**Motorcycle:**

Robert Stewart

Richard Painter

**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

# 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.

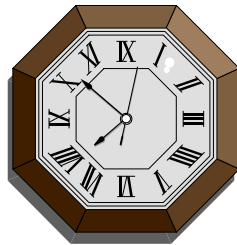
An appointment for the Test is made via the Group and the I.A.M. London, with a local Examiner who is a Police Advanced Driver. The test takes one and a half-hours and covers about thirty-five miles. All types of road are involved and it includes parking and slow manoeuvres. All of this will have been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

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



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

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

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

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

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

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

# Wolverhampton Advanced Motorists and Motorcyclists



## Group 3081 (Registered Charity No. 1053330)

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

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

\*Manual / Automatic

Other Modifications: .....

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

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

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

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

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

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

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

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

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

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

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

## **Autumn / Winter**

- An extraordinary Committee Meeting was held 4<sup>th</sup> September to review the concerns of the Group arising from some members forming the Wolverhampton Advanced Motorcyclists Group and plan the way forward. All members were sent an 'Information Update' from Paul Williamson as a loose leave in the last newsletter.
- Daewoo who are offering an IAM advanced driving package with sales of their cars have been contacted by our group with a positive response.
- A more central meeting location is being sought within our catchment area.
- New members are being looked for as the previous motorcycle representatives have resigned from the committee to form the Wolverhampton Advanced Motorcyclists Group.
- New membership via London IAM for our group is noticeably down this period.
- A new group meeting location was viewed and approved.
- Associate and Observer Nights with Graham Linton have been planned for 2001.
- Visits to M&B Brewery, RAC Walsall, RAC Motorway Control Centre, plus Social events are being planned for 2001.

# A day in an HGV Vehicle - Open invitation!

Bill Dewar, a long-standing member of our Group has invited any member to ride with him in an HGV for a day. An ideal opportunity to view driving from a different perspective.

Please note:

- Your day will start early and finish late.
- Do check your insurance cover. None will be available from either the vehicle company or the IAM.

**Contact Garth Jones:** - if you are interested!



# Articles

## The Use of Automatic Gearboxes

Automatic gearboxes are less common than manual gearboxes on vehicles used in Great Britain and as a result drivers are often uncertain in which position the gear shift lever should be in any given set of circumstances.

This article is designed to assist the driver to decide, but if he understands the workings of the components it is more likely that he will reach the correct decision.

**The majority of gear selector positions** - are marked: -

**P.... PARK** - (Must never be engaged whilst the vehicle is in motion as it locks the transmission and prevents the car from moving).

**R.... REVERSE**

**N.... NEUTRAL**

**D or 4.... DRIVE - AUTOMATIC USE of 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> gears.**

**3.... AUTOMATIC USE of 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> gears.**

**2.... AUTOMATIC USE of 1<sup>st</sup> and 2<sup>nd</sup> gears.**

**1.... First gear HOLD.**

**For normal driving** – the lever may be placed in *DRIVE* and the transmission will automatically change up or down according to road speed and accelerator position.

**If it is necessary to manually change down to a lower gear** – this may be done by moving the gear shift lever to the required position but **only** if the vehicle is travelling at a speed which is within the range of the gear chosen. (This facility must **not** be used excessively).

**When maximum acceleration is required** – the accelerator pedal should be pushed to the full throttle position, overcoming the built-in resistance. This brings into operation the ‘kick-down’ which causes an immediate downshift to the correct gear for maximum acceleration, provided that the road speed is within the speed range of the lower gear. When the accelerator pedal is released the gearbox will automatically change up again. Some gearboxes have a kick-down system, which also works at part throttle.

It is because of the different methods in which gear changes can occur that drivers are sometimes uncertain as to what action they should take to negotiate a hazard in the correct gear.

**Let us consider the make-up of the automatic transmission.** In the majority of cases, this consists of a *torque converter* and a set of gears called a *planetary or epicyclic gear train*. These are fitted to the car in place of a conventional clutch and gearbox.

A *torque converter* - consists mainly of an impeller, which is driven by the engine and a turbine, which drive the gearbox input shaft. Each is bowl-shaped and contains a number of partitions called vanes. The two bowls are placed face-to-face in a casing filled with oil and they are separated by a small clearance so that there is no rubbing contact between them.

When the engine is idling - oil is flung by centrifugal force from the impeller and it enters the turbine, which remains stationary because the force of the oil is not yet sufficient to turn it. When the driver presses the accelerator, the speed of the impeller increases and the turning effort derived from the

fast moving oil becomes great enough to overcome the resistance of the turbine. This then begins to rotate the gearbox input shaft. If the vehicle is in gear it starts to move off.

After passing its energy to the turbine - the oil re-enters the impeller and is circulated back to the turbine again. As the engine speeds up some turning effort is transmitted, but there is still a degree of slip in the unit so that the gearbox input shaft is rotating more slowly than the engine.

The *Torque Converter* – as the name implies converts the torque or turning effort of the engine into the higher torque, which is needed by the car at low speeds. An increase in torque has the same effect as changing to a lower gear, so a torque converter is also a gear reducer, acting like a set of extra gears before the engine's drive reaches the gearbox. It is able to deliver this higher torque because there is a small vaned wheel known as a reactor or stator placed between the impeller and turbine which, according to engine speed, directs the oil along a more favourable path towards the impeller, enabling it to give extra thrust to the turbine blades.

At pull-away speeds the torque converter can double the turning effort produced by the engine and applied to the gearbox. As the engine speed increases this 2:1 increase in turning effort is reduced so that when holding a steady throttle opening and cruising there is no increase at all and all parts of the torque converter rotate at the same speed.

The majority of automatic gearboxes, however, have three forward gears because of the ability of the torque converter to vary the turning effort, which thereby acts as a gear reducer at any ratio from 1:1 to 2:1. There is a considerable overlap between each gear and it is possible for third (*TOP*) gear to be engaged, and yet, by virtue of the action of the torque converter there is the possibility for the transmission ratio to be lower than if second gear had been engaged by the driver. This may be appreciated when one looks at the actual ratios of a typical gearbox and notes the overlap between each gear.

<i>GEARS</i>	<i>3<sup>RD</sup></i>	<i>2<sup>ND</sup></i>	<i>1<sup>ST</sup></i>
Overall ratios to 1	3.45 – 6.66	5.00 – 9.66	8.25 – 15.90

Therefore it can be seen that leaving the gear lever in *DRIVE* when negotiating a hazard in a car fitted with an automatic gearbox does not in anyway equate with leaving a vehicle with a manual gearbox in top gear.

**When stationary in traffic** – even for several minutes, it is not necessary to move the gear lever into neutral. The torque converter absorbs the engine propulsion force and does not transmit it all to the gearbox as the engine revs are too low. No wear is taking place and fact *more wear* will take place if the driver continually engages and disengages neutral. When stationary, but in gear for any period, the handbrake should be applied and the foot kept clear of the accelerator.

**Whilst guidance may be given regarding actions in certain circumstances** – not all eventualities can be covered. Any gear change made by the driver should always be made at feature '*GEAR*' in the System of Car Control.

Here are some **recommendations** as to the correct action to be taken in some common sets of circumstances:

At <i>AUTOMATIC TRAFFIC LIGHTS</i>	<ul style="list-style-type: none"> <li>▪ When '<i>Green</i>' – leave in '<i>D</i>'</li> <li>▪ When '<i>Red</i>' - leave in '<i>D</i>'. Stop and apply handbrake.</li> </ul>
At <i>ROUNDBABOUTS</i>	<ul style="list-style-type: none"> <li>▪ Leave in '<i>D</i>' unless very large or in exceptional circumstances.</li> </ul>
On <i>BENDS</i>	<ul style="list-style-type: none"> <li>▪ Normally leave in '<i>D</i>' (<b>Unless</b> car is likely to change gear itself when the driver does not want it to – only then should manual selection be made.)</li> </ul>

<i>OVERTAKING</i>	<ul style="list-style-type: none"> <li>▪ Normally use <i>'kick-down'</i> if a quick overtake is needed. (If progressing along a line of vehicles where quick acceleration is needed followed by deceleration to fit into a gap, the manual selection of a lower gear may be beneficial.)</li> </ul>
<i>STEEP HILLS</i>	<ul style="list-style-type: none"> <li>▪ Going <b>downhill</b> when retardation is required the manual selection of a lower gear may be beneficial.</li> <li>▪ When <b>ascending</b> steep hills if the gearbox is continually changing between two gears, the manual selection of the lower of these two gears may be beneficial.)</li> </ul>
<i>GENERAL</i>	<ul style="list-style-type: none"> <li>▪ In unusual circumstances when the gearbox is continually changing up and down between two gears, the manual selection of the lower of these two gears may prevent undue wear of the gearbox components.</li> <li>▪ <i>It is not necessary to either kick-down or change down manually to engage a lower gear for a hazard simply because one would change down if driving with a manual gearbox.</i></li> </ul>

**The Torque Converter and Gear train** - are designed to select the correct ratio.

**The manual engagement of '2'** - on certain gearboxes, eliminates the kick-down facility. Therefore the gearbox may be prevented from getting the car out of a potentially dangerous low speed situation by rapid acceleration.

<i>CHOKE in OPERATION</i>	<ul style="list-style-type: none"> <li>▪ There is a tendency for the car to surge forward if the choke is operating or if the engine is 'ticking over' at higher revs than the manufacturer recommends. Therefore it is recommended that the right foot be placed on the foot brake before any gear is engaged.</li> </ul>
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**IAM Comment:**

**We believe this to be a well-researched paper covering the use of automatic gearboxes generally.**

It must be stated, however, that there are many variations of '*gear*' selections available on automatic boxes e.g. 'Sports Mode', 'Snowflake', etc., and it is imperative that that Observers and Examiners alike are conversant with the particular box fitted.

In case of doubt or difficulty consult the vehicle handbook.

John Trafford  
Deputy Chief Examiner – IAM  
JT/rp/4928  
10/94

# IAM News Releases / Fact Sheets

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## **THE ADVANCED DRIVING TEST**

### **What the Examiner expects**

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

### **THE PRINCIPLES OF ADVANCED DRIVING**

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

### **HANDLING SKILLS**

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

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

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

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

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

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# BETTER DRIVERS EASE CONGESTION SAYS IAM AS PRESCOTT UNVEILS 10 YEAR PLAN

Issued 20 July 2000

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The DETR's 10-YEAR transport plan to try to ease road congestion was welcomed today by the Institute of Advanced Motorists (IAM).

The IAM says that more bypasses and motorway and trunk road-widening schemes will be good for road safety. Better trunk roads and bypasses will ease local congestion and drivers will be less inclined to indulge in "rat running" which increases the road safety risk.

*"But even the best roads can be brought to a grinding halt locally by needless shunts. We would have liked to have seen more emphasis on driver education, since the vast majority of these so-called accidents are still caused by driver error on all roads,"* said IAM Chief Executive Christopher Bullock.

*"By all means explore variable speed limits on busy sections of motorways at certain times. But no matter what speed is achieved, a busy road will choke up if there is a series of minor crashes to deal with,"* he said.

*"The DETR is addressing high risk groups of drivers such as company car users. Road improvement schemes are not the only way to improve safety and reduce casualties. Driver training and testing, speed and road infrastructures all have their part to play. I hope that the new Road Safety Advisory Panel (RSAP) can bring together cross-agency thinking.*

*"Increased spending to tackle the £5 billion backlog on road maintenance and lanes set aside for multi-occupancy vehicles on major road approaches to urban areas in peak times are good examples of what the Government can do to improve the progress of the motorist. And the 100 new bypasses will I am sure be welcomed locally."*

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## IAM SAYS MAKE SURE YOU'RE NOT A "SCHOOL RUN MENACE" Issued 22 August 2000

Many mums and dads starting the school run again next month would do well to brush up on their driving skills says the Institute of Advanced Motorists (IAM).

The IAM says that the school run sees over a million children a day driven to school in private cars. Rush hour traffic is bloated by an extra 20 per cent as a result. Yet only a tiny fraction of the parents at the wheel on the school run have ever done anything to improve their driving skills. Instead they rely on their general driving experience - complete with bad habits - and good luck to avoid causing a rush-hour crash.

Although in an ideal world, parents and children would make the relatively short school trips on public transport, on foot or by bicycle, the IAM and other experts such as the AA say that the school run is here to stay until cultural attitudes change and key barriers are removed.

*"With heavy traffic comes heavy responsibility. Some of the school run drivers are a menace. They cause danger, not only to themselves, but also to their children and everybody else on the road. So parents should make sure their driving skills are up to the mark,"* said Chief Examiner Bryan Lunn.

*"Car sharing on the school run is good for the environment - but it's useless from a road safety point of view if the driver is prepared to cut corners to try and get there before the bell rings.*

*"Tailgating, abrupt braking and impatience at junctions and bad parking are too common near our schools. Plus of course speeding, which is particularly unforgivable on residential streets.*

*"Before they even start the engine, parents should ask themselves how they would feel if their child was one of 221 killed on the road last year - and commit themselves to improving their driving if only to avoid the worst excesses of others," said Mr Lunn.*

The IAM suggests the following to avoid tragedy on the school run:

- Avoid taking the car if you can. Walking, cycling and public transport are all better options not only for the children themselves but also for the environment.
- If you have to drive, offer to form a carpool with other parents, and take it in turns. When you have an informal arrangement, set an example by attending a defensive driving course such as those offered by the IAM. Allow plenty of time for the journey. Crashes cause delay, and are normally caused by drivers going too fast and driving too close to the car in front.
- Park considerately and safely. Never double park, block driveways or simply rely on the footbrake to keep the vehicle still as children climb out of the car into the road. Never stop on the "zig zags", even briefly.

Finally, on a lighter note, try not to resort to use bad language at the wheel. You just get more stressed, and your children will repeat it back at you!

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#### **Notes**

Most child pedestrian accidents happen close to home, on residential roads. Over 70% of drivers break the speed limit on these roads. On average, 36 per cent of five-to-ten year olds travel to school by car - and the proportion of children travelling to school by car has increased by over 60 per cent since the mid-eighties (Source: AA)

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## **ADVANCED DRIVERS GREET SAFETY DRIVE WITH "I THINK! THEREFORE I AM"**

**Issued 1 June 2000**

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The Government's new ["THINK!" road safety campaign](#) launched today (1 June 2000) has been greeted favourably by the Institute of Advanced Motorists (IAM).

*"This new road safety campaign is aimed not just at drivers - it's about people. That in itself is a refreshing new approach," said IAM Chief Executive Christopher Bullock.*

*"DETR research on the back of the 'Think!' campaign has shown that 73 per cent of drivers are concerned about being involved in an accident. That figure chimes in with the growing demand we have had as more and more motorists prepare for the advanced driving test.*

*"Nobody has the right to drive badly. Anybody who considers themselves socially responsible should 'think' IAM and become an advanced driver.*

*"Meeting the new targets for accident reductions is not just an issue for drivers and riders. As this new campaign highlights, everyone can play a part in reducing deaths and injuries on the road. And that starts with changing attitudes."*

# School Crossing Patrols

(Text taken from Wolverhampton Council Road Safety Unit leaflet TS557)

School Crossing patrols are the 'Lollipop' men and women who have become such a familiar sight on our roads over the years. Their job is to help children cross roads safely on their way to and from school, and they have become trusted and valued members of the community.

The service is provided by the Wolverhampton Council as part of its efforts to improve road safety. The Council takes safety very seriously. Road accidents can be a major cause of death or injury to children. Each year around 25,000 children are killed or injured walking on British roads.

This leaflet tells you about the School Crossing Patrol Service, and how to get the best from it. Please remember that whilst this Road Safety Unit will do everything it can to help children safely on their way, it's important for parents to play their part too. So if you are a parent, please think carefully about your child's safety, and teach them to become safer road users.

## **Parents - 'Crossing with the Patrol'**

*When children arrive at the crossing point:*

1. The Patrol will tell them to wait on the pavement until called across, and use the 'Stop Children' sign as a barrier to prevent them from edging forward.
2. The patrol will then use the 'Stop Children' sign to instruct the traffic to stop. **Do not follow the Patrol into the road.**
3. When the traffic has stopped, the Patrol will call you to cross over. Please walk in front of the Patrol, so he or she can see you.
4. The Patrol will remain in the centre of the road until all children have completed crossing the road.

## **More about the service ...**

Crossing Patrols are usually on duty twice each day, in the morning and the afternoon, and sometimes at lunch times depending on the location. They will usually be on duty half an hour before the school starts, and half an hour after it finishes.

All the Patrols are highly trained, and receive regular visits from their Supervisors to make sure that the Council's safety standards are maintained.

Patrols can only stop traffic for children on their way to or from school. They have no authority to stop traffic for adults.

*You can help the Patrol by:*

- Teaching your child to wait on the pavement and to follow instructions
- Teaching your child to cross in front of the Patrol
- Making sure your child behaves sensibly, and without distracting the Patrol
- Setting a good example yourself.

*If the Patrol is not there ...*

We have a team of Reserve Patrols who provide cover for sites should the usual Patrol be unwell, or if the site becomes vacant. However there may be time when it will not be possible to provide cover. If the regular Patrol is going to be away for some time, then cover may be unpredictable. If cover cannot be provided for a site we will inform the school as soon as possible.

## **Drivers**

If you are a driver, please remember to drive slowly near schools. It can be difficult to see children on the pavement, especially if there are parked cars near the school. Children may run into the road without thinking about traffic.

*If you are a driver remember:*

- By law you **must** stop when signalled to do so by a Patrol displaying a 'Stop Children' sign
- Do not move forward, remain patient
- Do not park close to where a Patrol is working
- Look out for signs or flashing amber lights, which warn of a School Crossing Patrol ahead.
- Please slow down when approaching a Patrol. Remember that a child struck at 20 mph will most likely survive, but at 40 mph they will most certainly die.

# 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.



## **Joke**

Early one morning, a mother went in to wake up her son. "Wake up, son. It's time to go to school!"

"But why, Mom? I don't want to go."

"Give me two reasons why you don't want to go."

"Well, the kids hate me for one, and the teachers hate me, too!"

"Oh, that's no reason not to go to school. Come on now and get ready."

"Give me two reasons why I should go to school."

"Well, for one, you're 52 years old. And for another, you're the Headmaster!"

## **30 Politically Correct Ways to Say Someone Is Stupid!**

1. A few clowns short of a circus.
2. A few fries short of a Happy Meal.
3. An experiment in Artificial Stupidity
4. A few beers short of six-pack
5. A few peas short of a casserole
6. Doesn't have all his cornflakes in one box
7. The wheel's spinning, but the hamster's dead
8. One Fruit Loop shy of full bowl
9. One taco short of a combination plate
10. A few feathers short of a whole duck
11. All foam, no beer
12. Body by Fisher, brains by Mattel
13. Has an I.Q. of 2, but it takes 3 to grunt
14. Warning: Objects in mirror are dumber than they appear
15. Couldn't pour water out of a boot with instructions on the heel
16. Too much yardage between the goalposts
17. An intellect rivalled only by garden tools
18. As smart as bait
19. Doesn't have all his dogs on one leash
20. Doesn't know much, but leads the league in nostril hair
21. Elevator doesn't go all the way to the top floor
22. Forgot to pay his brain bill
23. Her antenna doesn't pick up all the channels
24. His belt doesn't go through all the loops
25. If he had another brain, it would be lonely
26. No grain in the silo
27. Proof that evolution can go in reverse
28. Receiver is off the hook
29. Several nuts short of a full pouch
30. He fell out of the stupid tree and hit every branch on the way down.

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## **For Sale**

### **Hewlett Packard DeskJet 510 - Printer**

B&W Printer. Excellent condition. Large volume cartridge recently renewed. All original Drivers, books, packaging, etc.

Offers- please contact: Tony Robson (01902.789557 / [robson@jantony.freeserve.co.uk](mailto:robson@jantony.freeserve.co.uk))