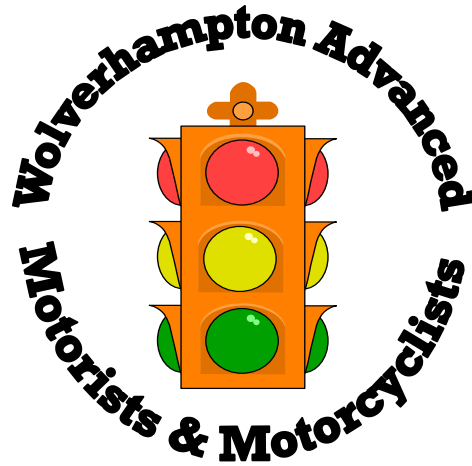




Group 3081



Registered Charity No: 1053330



Newsletter

Affiliated to:



Registered Charity No: 249002

Summer 2001



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
E.Mail: paul_williamson@w-a-m-m.freeseve.co.uk

Group Web Site: w-a-m-m.freeseve.co.uk/index.shtml
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).

Contents

▪ INTRODUCTION	2
▪ CONTENTS	3
▪ EVENTS & MEETINGS	4
▪ NEW MEETING LOCATION – MAP & DIRECTIONS	5
▪ CONTACT LIST	6
▪ MEMO TO ASSOCIATES	6
▪ CHAIRMAN’S COMMENT	7
▪ FROM THE EDITOR	8
▪ FROM YOUR CHIEF OBSERVER	9
▪ WELCOME TO NEW MEMBERS	10
▪ CONGRATULATIONS TO TEST PASSES	10
▪ FRIENDS OF THE GROUP	10
▪ GRIEVENCES	10
▪ GROUP REGALIA	11
▪ GROUP INFORMATION	12
– Fees	13
– Membership Renewal	13
– Membership Application Form	14
– Change of Address details, etc.	15
▪ REFRESHER DRIVES	16
▪ COMMITTEE MEETING SNIPPETS	16
▪ NEWSLETTER NAME?	16
▪ LETTERS	17
▪ ARTICLES	19
– The Anecdotal Side Unadvanced Driver of the Year 1995.	19
▪ I.A.M. NEWS RELEASES / FACTS & FIGURES	21
– The Advanced Driving Test.	21
– Company Driver warned by IAM to put ‘attitudes’ first.	22
– Lower Speed Limits ‘Not the whole answer’	23
▪ SCHOOL CROSSING PATROLS	23
▪ VIDEOS & SKIDPAN DRIVING	24
▪ JOKES / FUNNIES	25
▪ FOR SALE	25
– HP DeskJet Printer	25

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)

**13th June 2001 – 'A SURPRISE FROM THE FIRE BRIGADE'
A Talk by Bob Jackson – Wolverhampton Fire Brigade
Friends Meeting House - Wolverhampton @ 8.00pm**

**Monday 9th July 2001 – 'Observer Night'
Observers – Please attend!
Evening with Graham Linton – Chief Observer
Lucas Aerospace, Stafford Road, Wolverhampton @ 8.00pm**

**11th July 2001 – 'Highways Agency'
A Talk by T.B.A.
Friends Meeting House - Wolverhampton @ 8.00pm**

**Monday 16th July 2001 – 'Associate Night'
Associates – Please attend!
Evening with Graham Linton – Chief Observer
Lucas Aerospace, Stafford Road, Wolverhampton @ 8.00pm**

AUGUST – No Meeting

**12th September 2001 – 'Network Communications'
A Talk by Colin Davies – Highways Agency
Friends Meeting House - Wolverhampton @ 8.00pm**

**Monday 17th September 2001 – 'Observer Night'
Observers – Please attend!
Evening with Graham Linton – Chief Observer
Lucas Aerospace, Stafford Road, Wolverhampton @ 8.00pm**

**Monday 24th September 2001 – 'Associate Night'
Associates – Please attend!
Evening with Graham Linton – Chief Observer
Lucas Aerospace, Stafford Road, Wolverhampton @ 8.00pm**

**10th October 2001 – 'Examiners Night'
With IAM Examiners – Time to ask them – Clear any doubts!
Friends Meeting House - Wolverhampton @ 8.00pm**

**14th December 2001 – 'TEN-PIN BOWLING'
- AMF Bowling Centre, Birmingham Road,
opposite 'Matalan' and close to Wolverhampton Ring Road
All names to Bill Goodreds (see 'Contacts Listing')**

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



We are here!

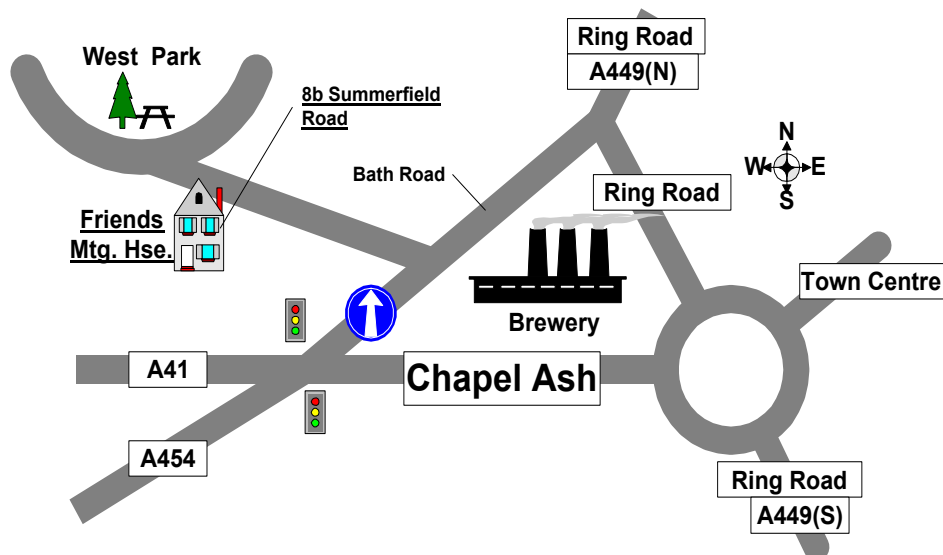
Venue for our Group Monthly Meetings

Are 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'.

PRESIDENT
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TEST ADMINISTRATOR
(See - Associate Controller)

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

PUBLICITY OFFICER
****VACANT****

ADDITIONAL TRUSTEES

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

Welcome to all new associates. To all, please make every effort to join in the Group Meetings.

"I can't do Advanced Motoring, I'm not that clever !"

Here is a little about our intelligence(s), I hope you find it encouraging and useful. Forget the intelligence quotient (IQ); consider your intelligence in 8 areas -

- **LINGUISTIC INTELLIGENCE** - the use of language linking physical experiences. Best learnt through enjoyment. Regular categorizing of objects and events develops further learning. Expectations can be voiced when linked with physical motions. [Commentary driving.]
- **LOGICAL-MATHEMATICAL INTELLIGENCE** - counting, recognizing pattern, chronology and building links for cause and effect. [2 second rule, observation links.]
- **SPATIAL INTELLIGENCE** - appreciation of physical three-dimensional space and creating mental pictures. This leads to time-based movements, appreciating other viewpoints and is sight dependent. [Slow manoeuvres, acceleration sense, overtaking, hazard assessment.]
- **MUSICAL INTELLIGENCE** - capacity to create and perceive musical tonal patterns, including environmental sounds and having a sensitivity to rhythm and beats. [Which CD or tape ?]
- **BODY-KINAESTHETIC INTELLIGENCE** - personal awareness of body motion with changes, constraints and reactions. [Smoothness of drive/ride.]
- **INTER-PERSONAL INTELLIGENCE** - or social intelligence, ie having relationships and communicating. This is understanding of others, with their expectations, abilities and backgrounds. [Anticipation, use of signals, courtesy and lack of road rage.]
- **INTRA-PERSONAL INTELLIGENCE** - your inner state of being, self-reflection, choices in thinking and spiritual concerns. Beliefs and abilities that make changes with choices for chosen goals. [Aptitude for achieving and developing the advanced motoring standard.]
- **ENVIRONMENTAL-ETHICAL INTELLIGENCE** - of the natural world, as shown by skilled hunters and botanists. [Hunt for safety on the road, keeping it within the law ?!]

Howard Gardner suggests these 'intelligences'. He is Professor of Cognition, Psychology and Neurology at Harvard and Boston Universities. His web site is impressive. I just put these [] thoughts. *Here's to fully intelligent motoring!*

Norman Bowater

We sadly have to inform you all that we have lost Norman. He passed away peacefully after a recent illness on June 2nd 2001. For many years he was our Membership Secretary carrying out this position through which he touched many of our lives and leaving us with a fond memory of him. In recent years he represented our Group on the Wolverhampton Road Safety Forum. Norman was a dedicated member of our Group always committed for our best interests and road safety. Our thoughts and prayers go out to his family at this sad time.

Garth

From the Editor

The garden beckons and our holiday final payment requests are dropping on the doormat!

Group Membership

It is that time of the year for group membership renewal is upon us – they were due April 1st, 2001 in fact. If you have not renewed please use the form in this newsletter or from your last issue and return it to Paul Williamson with the appropriate amount enclosed – ASAP!

Your Group Committee needs you!

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 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, one that has a future.

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 Autumn Issue is – Friday August 31st 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 ask you to contribute to your group's future by giving it some of your time and effort. The group is you!

Tony Robson (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.

Associates - Welcome to all new associates and thank you for joining our group. Your next Training Sessions will be at Lucas in Wolverhampton as listed on the 'Events' page of this newsletter. These training sessions are specifically to help "you" obtain your Advanced Certificate, and any driving query you have can be cleared up.

Observers - are responsible for guiding their associate towards their next training date. (Associates must attend one training session). Observers training sessions are also listed on the 'Events' page.

Observers Training Manual.

All observers should by now have the first part of our new 'Group Training Manual'. The second part will soon be made available.

S.O.S. (Safety Of Space)

Consider leaving your foot on the brake pedal even after applying your hand brake at a hazard if the impending vehicles behind have not yet caught up with you or are not yet stationary behind you. Use your brake lights wisely, especially in poor visibility.

DO YOU KNOW... The meaning of these abbreviations found in car revues and elsewhere?

ABS	Antilock Braking System	FM	Frequency Modulation
AC	Air Conditioning	Gdi	Gasoline direct injection
AHR	Active Head Restraint	HEV	Hybrid Electric Vehicle
ALD	Automatic Locking Differential	HRW	Heat Reflective Windscreen
AM	Amplitude Modulation	ISG	Integrated Starter-Generator
AWD	All Wheel Drive	ISS	Integrated Safety System
BA	Brake Assist	LSD	Limited Slip Differential
CC	Climate Control	MPV	Multi-Purpose Vehicle
CC	Cruise Control	RAID	Renault Anti-Intruder Device
CVT	Continuously Variable Transmission	RDSEON	Radio Data System with Enhanced other Networks
Di	Diesel Injection	SAT NAV	Satellite Navigation
DSA	Dynamic Stability assist	SBC	Sensotronic Brake Control
DSC	Dynamic Stability Control	SPEEDGEAR	Automatic Gearbox with Manual Tendencies.
DUALDRIVE	Programmable Electric Power Steering.	SRP	System for Restraint and Protection
EBA	Emergency Brake Assist	TC	Traction Control
EBD	Electronic Brake-force Distribution	TD	Turbo Diesel
EBV	Electronically controlled rear brake Proportioning	THS	Toyota Hybrid System
EPS	Electric Power Steering	VSC	Vehicle Stability Control
ESP	Electronic Stability Programme	VVT-I	Variable Valve Timing – Intelligent System

SAFE DRIVING WITH THE IAM !

Graham Linton. (Chief Observer - Cars)



Welcome - and Congratulations!



New Members

Welcome to: -

Car Associates:

Philip Tudgay

Paul Burrow

John McKinnon

Michelle Morgan

Mary Tolley

Mark McKeown

Catherine Painter

- on joining the Group.

Advanced Test Passes

Congratulations to: -

Car:

Dipesh Patel

Observer:

Tony Robson

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

Friends of the Group

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

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

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

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

Grievances

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



Group Regalia



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

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

ORDER FORMS ARE AVAILABLE THROUGH GARTH JONES.

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

AVAILABLE FROM 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.

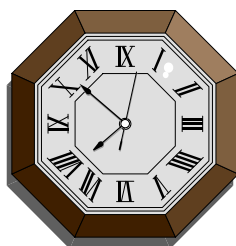
An appointment for the Test is made via the Group and the I.A.M. London, with a local Examiner who is a Police Advanced Driver. The test takes one and a half-hours and covers about thirty-five miles. All types of road are involved and it includes parking and slow manoeuvres. All of this will have been 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
<ul style="list-style-type: none">▪ 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 1 st April, 2001)	£10
FAMILY/JOINT MEMBERSHIP:	
<ul style="list-style-type: none">▪ (2 <u>FULL</u> members at the same address - (Effective 1st April, 2001))	
	£15



'Membership Renewal' Time – was - 1st April, 2001

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

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

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

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

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

Wolverhampton Advanced Motorists and Motorcyclists



Group 3081 (Registered Charity No. 1053330)

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

*Car / Commercial / Motor Cycle / Mini-Bus

*Manual / Automatic

Other Modifications:

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

Preferred Name: Address:

.....Post Code:

Tel. No: E.Mail Address:

Date of Birth: Occupation:

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

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

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

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

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

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

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

Signed: Date:

Please forward Moneys and this completed form to:

Cars/Commercial/Mini-Bus/Motorcycle:

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
- Mini-bus
- Motorcycle
- Commercial

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

New Address

.....

Post Code **Telephone**

E.Mail Address:

Membership Nos.: (Group).....(IAM / Ref.Nos)

Signature

Please show as:- Associate / Member / Observer

PLEASE COMPLETE AND RETURN TO:

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

Winter / Spring / Early Summer

- The Group is continuing to progress contact with Daewoo and its promotion of the IAM and advanced driving that goes with its sales packages.
- Observers Manual and issue is in its closing stages.
- Observer and Associate training nights are planned through Spring and into the Autumn 2001.
- Shropshire Trucks – the Group did not participate this year.
- All Senior Observers and Observers to be invited to review the Group Observer manual content.
- Invitations sent out to Regional IAM officials for coming Group AGM in May.
- A Report on our AGM is to be forwarded to the 'Express & Star'.

Newsletter Name ?

'Newsletter' as a name? Now that's original thinking – eh? How many newspapers, magazines, etc. that land on your mat have the name 'Newspaper', 'Magazine', and so on???




Can we get your 'leetle grey sells' working, mes amis? We are sure that you can come up with some realistic, proper and useable titles for your Group Newsletter. For example –

- The Responsible Motorist.
- The Road Ahead.
- The Observant Driver, etc.

Please contact me with your suggestions! Printable ones please - I blush real easy!!

Tony Robson - Editor

Letters

	WOLVERHAMPTON METROPOLITAN BOROUGH COUNCIL COUNCILLOR JUDITH ROWLEY CIVIC CENTRE ST PETER'S SQUARE WOLVERHAMPTON WV1 1RG Telephone (01902) 27811 Facsimile (01902) 314970
Your Reference	Direct Line/Extension No.
My Reference	
26 January 01	
Mr Tony Robson 133 Elston Hall Lane Bushbury Wolverhampton	
Dear Tony	
<i>I was very pleased to read the I A M comment in the W A M M Newsletter (Winter, 2000) regarding the merits of walking rather than driving children to school when it is practical to do so.</i>	
<i>Parents seem to have taken the view over recent years that to drive children to school is a method of insulating them from potential risk, whether that risk be road accident or, sadly, personal attack. The problem is that children are also liable to be denied opportunities to acquire the essential 'pedestrian skill' of road safety awareness, as well as being prevented from socialising with each other and taking healthy exercise.</i>	
<i>Clearly there are instances when driving children to school is unavoidable, but I am sure that there is ample scope for local councils and parents to co-operate in the development of such interesting initiatives as 'safe routes to school', cycle routes and the 'walking bus'.</i>	
<i>Certainly a reduction in the present magnitude of the 'school run' and the associated traffic congestion would be good news for all road users!</i>	
Yours sincerely	
	
Judith Rowley	
HOME ADDRESS: 28 DUDLEY WALK GOLDTHORN PARK WOLVERHAMPTON WV4 5HD TEL: (01902) 337945	
	

[Editor: For our newer members - Judith is a Group Vice President, one of our originating group members and Group Secretary for some years.]

To All Members and Associates – from the Group President

This is an urgent appeal from your Group President and a most unusual one to have to make.

As you all know the Motorcycle Section have formed their own separate Group which in turn took a number of Committee members with them. The remaining Committee members have tried without success to recruit replacements so this is an attempt from me in writing.

To serve on the committee will involve attending a meeting once a month at our venue in Wolverhampton at which you will be invited to carry out a specific role. The vacancies that need to be filled can be gleaned from the Committee Contact Listing in your Newsletter. Ideally the Group is looking for people of any age to come forward. Some groups have younger members serving in the executive positions too!

I would make one further request and that is for Members and Associates to make an attempt to attend the Events that have been arranged. The venue for these meetings has been changed from The Police Social Club at Wombourne to The Friends Meeting House in Wolverhampton. It was considered as a more central location for the Members within our catchment area but up to this moment in time has not been too successful due to poor attendance. It is somewhat embarrassing to have to apologise to our speakers for the low turn out that usually consists of no more than a handful of members.

SO COME ON, MEMBERS - SUPPORT YOUR LOCAL GROUP NOW THAT WOLVERHAMPTON IS A CITY

Bill Goodreds – Group President

The Final Straw

We were saddened to learn of the death of one of the Committee's most valuable members – **'Someone Else'**.

His passing creates a vacancy that will be hard to fill. **'Someone Else'** has been with the Committee from the beginning, and did far more than the normal person's share of work.

Whenever there was a job to do, a helping hand needed, or just an ear required, these words were on everybody's lips "Let **'Someone Else'** do it". Whenever there was a need for volunteers, everyone just assumed that **'Someone Else'** would volunteer.

'Someone Else' was a wonderful person, sometimes appearing superhuman. But a person can only do so much. Were the truth known everyone expected too much of **'Someone Else'**.

Articles

The Anecdotal Side Unadvanced Driver of the Year 1995

A story courtesy of Ben Lovejoy from the North East London & Essex Group of the IAM

The Darwin Award honors the person who did the greatest service to the gene pool by killing themselves in the most stupid manner imaginable.

To give you an idea of the calibre of person who wins the annual Darwin Award, the 1994 winner died when he was crushed by the Coke machine he was tilting towards himself in an attempt to obtain a free drink from it. The 1995 winner was, if we are using the term loosely, a driver.

When the Arizona Highway Patrol spotted a mashed pile of smouldering wreckage embedded in the side of a cliff, the damage was so great that the vehicle was completely unrecognisable. But from the scale of destruction, they thought it had to have been a plane crash. They were wrong: it was a car.

It took a long time to work out how a car had been so thoroughly destroyed, but investigators eventually pieced together the story.

The driver had somehow managed to obtain a Jet-Assisted Take-Off unit, known to the US Air Force as a JATO. JATOs are used to give heavy military transport planes an extra 'push' to assist them in taking-off from short runways. They are very simple devices: they're just solid fuel rockets which, once ignited, provide a great deal of thrust for around 30 seconds before burning themselves out. (The solid-fuel boosters used to launch the Space Shuttle are essentially just very large JATO units.)

Having obtained the JATO, the driver drove out into the Arizona Desert, found himself a long straight road and attached it to his Chevy. He then jumped in, got up to speed and pressed the ignition switch.

What happened next is a mixture of accident investigation, forensic analysis and speculation. But it went something like this.

The driver ignited the unit approximately 3.9 miles from the crash site. This much is known, as the rocket melted the asphalt on the road. Assuming that the JATO unit functioned according to specifications, it would have reached maximum thrust within approximately five seconds. At this point, the car would have been travelling at a conservative 350 mph. The Chevy would have maintained this speed for a further 20-25 seconds. The G-forces experienced by the driver would have been roughly equivalent to those experienced by fighter-pilots using full after-burners.

The car remained on the road for 2.5 miles. At this point, the driver applied the brakes. Modern car brakes are extremely efficient, but they are not generally designed to slow a vehicle travelling at 350 mph against the continuing thrust of a solid-fuel rocket. The brakes melted and the tyres shredded, leaving investigators a handy marker for the point at which the brakes were applied.

The braking was not entirely without effect, however, for it is at this point police believe the car became airborne. The car climbed gently through the air for a further 1.4 miles. We know this because the impact point was in a cliff face at a height of 125 feet above ground level.

The cliff-face was solid rock, but the wreckage still managed to produce a blackened crater three feet deep.

Very little of the wreckage or driver were recognisable, but investigators did manage to isolate a few items. Fragments of bone, teeth and hair were found in the crater, and both fingernail and bone silvers were extracted from a piece of plastic believed to have once been a steering wheel.

The Anecdotal Side Motoring - some things make you think!

- **Night Driver ...**

"I can't believe some of the cool secret gadgets new cars have. Why, with just a flick of a button on the mirror, I can get all the cars behind me to dim their lights." -- Student Driver
- **Have you ever thought ...**
 - Why are cigarettes sold in petrol stations when smoking is prohibited there?
 - Why is it that when you transport something by car, it's called a shipment, but when you transport something by ship, it's called cargo?
 - How does the guy who drives the snowplough get to work in the mornings?
 - Why is it that when you're driving and looking for an address, you turn down the volume on the radio?
 - Why does my speedometer measure speeds well beyond the engine's performance and over the maximum legal limit ?
 - If you're driving a vehicle at the speed of light, what happens when you turn on the headlights?
 - In America, why do you need a driver's license to buy liquor when you can't drink and drive?
 - Why do Americans drive on parkways and park on driveways?
 - Why are there interstate highways in Hawaii?
- **Still on a transport theme ...**
 - Why are there flotation devices under plane seats instead of parachutes?
 - You know that little indestructible black box that is used on planes, why can't they make the whole plane out of the same substance?
- **Have you ever thought about driving styles in Hollywood Films ?**

The producers research films to ensure that what we see is true and believable so that we, the motoring public, get swept up in the fantasy of the film. Have you noticed that ...

 - When travelling by car, the driver always recognises all the persons passing in the opposite direction.
 - If someone has `fixed' the footbrake in the car, the driver never use the handbrake and the gears to slow down, at least not until the last moment.
 - Cars often end up on cliff-edges with 2 wheels in the open air. The good guys are saved just before the car falls over, the bad guys join the car in the free fall, often caused by a bird setting down on the part of the car hanging over the edge.
 - When speeding cars hit a parked car, they fly up into the air while the parked car doesn't even wiggle.
 - All cars seem to run on diesel rather than petrol (hence the copious black smoke).
 - Watch steering wheels in movie cars, especially in `through the windshield looking at the driver' shots. 9 times out of 10, the spokes of the wheel, which one would think should be horizontal, or close to it, are vertical, ie, one can see one

of the wheel spokes vertical, above the dash, in front of the driver's face, even when driving straight.

- There are no 'Stop' signs in movie land. Wherever you have to drive, no matter how close or far away it is, you never have to stop before you get there.
- Film cars do not have inside rear-view mirrors. Most of them do, however, have an approximately 1" grey spot on the inside of the windshield where the mirror would normally mount.
- Film cars never start the first time when the good guy is running away from the bad guy.
- Movie characters driving in the city will get to park wherever they like when they get to their destination.
- Sudden acceleration of a car, forwards or backwards causes a loud screech of the tyres, even on dirt or wet roads. Be prepared. Each wheel is also fitted with a smoke device to let you know when this happens. Hollywood cars are also special ... when you take off quickly, you always leave a tyre mark for each drive wheel, regardless of whether you have a limited slip differential or not.
- Pedestrians in Hollywood have the world's best reactions, so don't worry if you have to drive down a side road. Mr Pappodopolus is quite used to having his fruit cart smashed, and despite his gesticulations and curses, he always manages to get out of the way in time.
- There are always people carrying around large sheets of glass on the street during a car chase.
- The person behind the wheel is talking to and looking at their passenger for the entire journey without actually looking at the road, such as in 'When Harry Met Sally'.
- Cars chasing each other in the middle of a city will not suffer enough damage to stop the chase.
- People being chased by a car will keep running down the middle of the road instead of ducking in somewhere where a car cannot go.
- A car will always explode when shot at, unless the hero is driving it.

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.

COMPANY DRIVERS WARNED BY IAM TO PUT "ATTITUDES FIRST" AS HSC TASK FORCE ACTS

Issued 9 March 2001

Drivers who "take risks" on company business yet drive sensibly on private journeys are now under fresh scrutiny said the Institute of Advanced Motorists (IAM) following a new consultation paper on work-related road safety from the HSC (Health and Safety Commission).

The IAM said that more than 90 per cent of so called "road accidents" are not accidents at all, but are in fact caused by driver errors which can be dramatically reduced by company policies and driver training.

"This HSC task force has highlighted a new dimension: there is some evidence that driver behaviour deteriorates when drivers are at the wheel of a company vehicle on company business. IAM Fleet, our commercial driver training arm, puts the right attitude at the top of the list. Engineering and

enforcement have their place - but there is no substitute for an educated driver," IAM Chief Executive, Christopher Bullock said.

"Work related journeys account for a major portion - about a third - of all road casualties and cause more 'accidents' per mile than other journeys. A change in the standard of company driving will therefore make a major improvement in road safety overall.

"We therefore welcome the discussion document, which has been published by the independent work-related road safety task force chaired by Richard Dykes. We will be responding formally in due course."

The IAM said that company vehicle drivers must not be put under unrealistic time pressures by their management. Bosses are now obliged to demonstrate that they have taken responsibility for the driving standards of those at work.

The HSC task force says that driver training such as that provided by IAM Fleet had been measured across 34 fleets, including cars and commercials. After driver training those fleets showed a reduction in third party insurance claims of over 60 per cent.

Any companies seeking further information on the implications of the new HSE task force and how it could affect their driver training programme can contact IAM Fleet on 0845 310 8311.

LOWER SPEED LIMITS "NOT THE WHOLE ANSWER" SAYS IAM CHIEF

Issued 7 December 2000

Driving within the speed limit is no guarantee of road safety - and predictable knee-jerk calls for just lowering speed limits are missing the point, warned the Institute of Advanced Motorists (IAM) today. Speaking at the IAM's Annual Lunch at the Society of Motor Manufacturers and Traders (SMMT), IAM Chief Executive Christopher Bullock described the "speed kills" slogan as a cliché - and cited a recent court case with damages awarded to a 12-year-old road crash victim.

"I have no doubt that the extensive coverage of the case was due in part to the fact that record damages were awarded. But the story was newsworthy because of the surprise that the driver could be found blameworthy even though he was driving within the 30mph speed limit," said Mr. Bullock.

"While it is quite right to focus on speed, road safety is not just about speed limits. Inappropriate speed is the killer. As one spokesman observed on the day of the court case, if you were driving through a street party, even two miles per hour could be too fast," he said.

Mr. Bullock stressed the importance of achieving the Government's road safety targets for casualty reductions by 2010. He described the targets for a 40% reduction in deaths and serious injuries overall and - with the Prime Minister's personal stamp - a 50% reduction for child pedestrians as "essential but ambitious".

"Speed limits are precisely that: limits not targets. But how many drivers know it and show it in their driving? Many do exactly the opposite and I fear that, however worthwhile in themselves, further restrictions will have the side effect of letting drivers feel they have even less responsibility," he said. *"The more that drivers can be encouraged to take responsibility themselves, the less there will be a need to tackle road safety through blanket restrictions."*

Videos

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

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

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



If you want to find out what to do: -

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

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.

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)