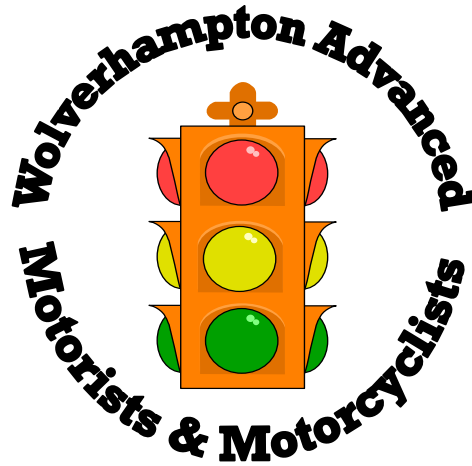




Group 3081



Registered Charity No: 1053330



"The Responsible Motorist"

Newsletter

Affiliated to:



Registered Charity No: 249002

Autumn 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

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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).

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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)

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

**14th November 2001 - "2001 A Quiz Odyssey"
Friends Meeting House - Wolverhampton @ 8.00pm**

Friday 14th December 2001 – NO MEETING

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



We are here!

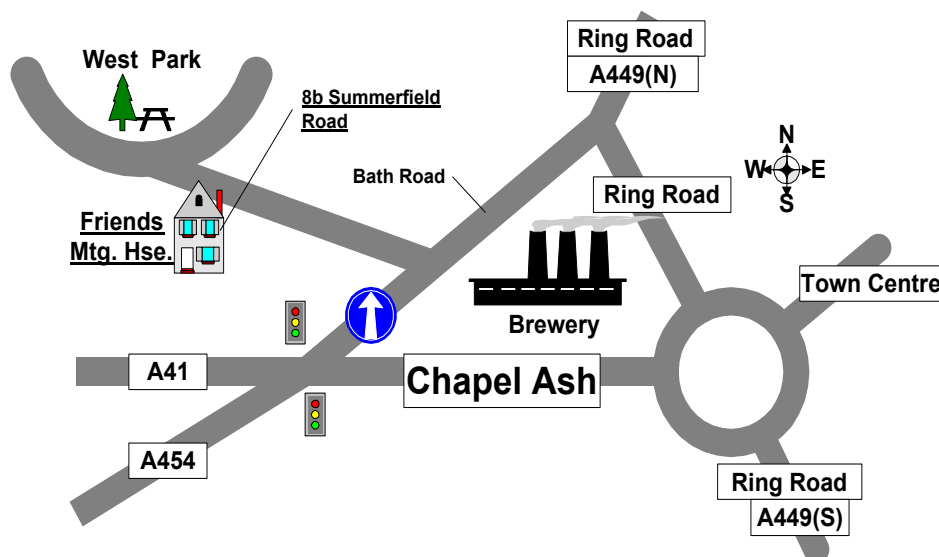
Venue for our Group Monthly Meetings

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'.

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(See - Associate Controller)

EVENTS CO-ORDINATOR

****V A C A N T****

PUBLICITY OFFICER

****VACANT****

ADDITIONAL TRUSTEES

****VACANT****

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 new associates, and to those who are 'working at Advanced Motoring', well done so far, it's well worth it, on every road.

- Please remember that this magazine and Group meetings are for all. So forward your ideas through your participation, phonecalls, letters and emails. Your committee works hard to have informative and challenging speakers for your benefit at the Group meetings.

As modern life is overflowing, we have other commitments also on the monthly Group meeting, then why not take it in turn so as not to miss both events! If you have suggestions or good speakers please let us know. Remember, the Group night brings the latest news!

- Two recent speakers reminded us of;-
 - in-car safety, and
 - traffic flow along the local motorways and problems of foreign drivers at M 40 and M 42 junction.

- *'If a little knowledge is dangerous, where is the man who has so much as to be out of danger ?'*
Thomas Henry Huxley (1825-95)

With the above thought, I am aware of my personal limitations and use the advanced skills to reduce error. I feel there is no such situation as ZERO error on any road by anyone.

- Are 'joy riders / drivers' fair at doing their actions when the public are away ? I think not. They are still on the public highway or parking area, they do not consider the health and welfare of others, implications for Accident & Emergency care. They probably do not have insurance cover and cause insurance increase for others. Do they behave for immediate advertising of their driving skill, and see themselves as immortal ? Would they benefit from Advance Motoring ? How can we talk or inform them (for everyone's benefit) ?
- Speed camera limits have been publicised. Some are activated in excess of 10 mph above the marked speed limit. A suggestion has been to reduce this to 10% + 2 mph.
I am surprised that such a large speed clearance is allowed. Does this mean we accept that people have such poor vision or mental understanding that a metre size '30' sign translates as the centimetre '40' on the speedometer ?
I accept that there may be some difficulty in maintaining exactly 30 mph, going downhill. Although all Advanced Motorists have proven it. Continue to advertise it!!
Can these cameras be used to indicate tailgating ?

Enjoy your motoring and so advancing it.

Garth

From the Editor

So what happened to that long hot summer? The kids are back to school after their Summer Holidays – who said 'yippee'? Time to look at the garden yet again – we are in the autumn and the 'land of mists and mellow fruitfulness' – get those leaves swept up – again – but I just swept the path – more have mysteriously appeared! What is this dastardly master plot against us reluctant gardeners?

Group Membership

You should have paid by now for membership renewal. If you have not renewed please use the form in this newsletter or from your last issue.

Your Group Committee needs you!

We continue to ask for your time and commitment to your group. We are in need of new blood on the committee so that the running can be evenly distributed to give members old and new a better group, one that has a future.

Your Group Newsletter:

1. What is missing from it? In a nutshell – contributions from yourselves.
 - Only one person from the membership has sent anything 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. Should they not be part of the following issue please be assured that they will be put on file and used.

*****CONTRIBUTORS - PLEASE NOTE: the closing date for any input into your Winter Issue is – Friday November 30th 2001***

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.freeseve.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.

Welcome to all new associates and thank you for joining our group.

Your next Training date - will be at Lucas Aerospace, Stafford Road, Wolverhampton as listed on the "Events" page of this newsletter. These training sessions are specifically to help "you" obtain your Advanced Certificate. Any driving matters that you have may be cleared up during this session.

All observers shall be responsible for their associate's attending the next training date. (Associates must attend at least one such training session). Observers training sessions - are also listed on the "Events" page.

Observers Training Manual.

All observers should by now have the first and second part of our new Training Manual .If for some reason you haven't please contact Paul Williamson.

Observer IAM and local Group membership.

This matter is covered in every recent newsletter. There have been some Observers in the past that have not been fully paid up with our own group **3081 WAMM**. This means you are not insured for observed runs. *Please check you have paid, for our sake and yours!*

Speed Cameras

You will know from the press that many new speed cameras are soon to be installed in all areas, which will enable the police to collect extra funds for even further speed prevention methods. At present local councils collect the relevant fines.

So please ensure that we obey the speed limit and not go 'spasmodic' between cameras!

No endorsements please on our Advanced Licence. Hopefully this could lead to more people wanting to become advanced motorists and joining our group.

Promotion of Advanced Driving and our Group.

As you may be aware the number of associates joining us has dropped. This is for many reasons and it is now more important than ever to promote our group through personal contact.

Fact

Did you know that 17 to 24 is the worst offending age group for using mobile phones while driving. It is worth bearing in mind that it carries a potential fine of up to £2,500 and 9 penalty points on your licence if convicted. A prosecution of dangerous driving can also be sought, if convicted drivers face a two-year jail term, unlimited fine and a one-year disqualification followed by an extended retest.

SAFE DRIVING WITH THE IAM.

Graham Linton. (Chief Observer Cars)



Welcome - and Congratulations!



New Members

Welcome to: -

Car Associates:

Catherine Bolt	Wednesfield	Dennis Heath	Oldbury
Patrick Bough	Kingswinford	Philip Denning	West Bromwich
Pat Hutchison	Wightwick	James Pledger	Albrighton
Mel Roberts	Sedgley	David Williams	Rowley Regis
David Cooper	Wolverhampton		

- on joining the Group.

Advanced Test Passes

Congratulations to: -

Car:	Observer:
David Cooper	Graham Foulkes

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.

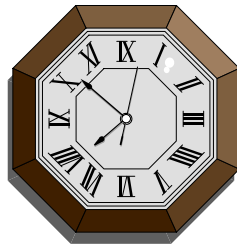
An appointment for the Test is made via the Group and the I.A.M. London, with a local Examiner who is a Police Advanced Driver. The test takes one and a half-hours and covers about thirty-five miles. All types of road are involved and it includes parking and slow manoeuvres. All of this will have been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

Newsletter Name

As you will see the title of your Newsletter is now 'The Responsible Motorist'. Should you have a better / alternative name - please contact me with your suggestions!

Would you believe that I have had no responses from the membership on this item?

Tony Robson - Editor

Letters

Having recently passed the Advanced Driving Test, I would like to thank my observer Graham Foulkes for guiding me through the period leading up to the test. I found his knowledge informative and his enthusiastic manner pleasing, giving me much encouragement throughout.

All this combined not only helped me achieve my goal but has given me the confidence to move forward and try my hand at becoming an observer myself. I just hope Graham's qualities have rubbed off.

Once again many thanks Graham.

David Cooper

Articles

ODE TO THE RECKLESS DRIVER

If everyone who drives a car could lie a month in bed,
With broken bones and stitched up wounds or fractures of the head,
And then endure the agonies that many people do,
They'd never need preach safety anymore to me or you.

If everyone could stand beside the bed of some close friend,
And hear the Doctor say, "No hope", before the fatal end,
And see him there, unconscious, never knowing what took place,
The laws and rules of traffic I am sure we would embrace.

If everyone could meet the family of the man who's gone,
And step into the darkened home where once the sunlight shone,
And look upon the vacant chair where Daddy used to sit,
I'm sure each reckless driver would be forced to think a bit.

If everyone would realise pedestrians on the street,
Have right of way as much as those upon the driving seat,
And train their eyes for children who run recklessly at play,
This steady toll of human lives would drop from day to day.

If everyone would check his car before he takes a trip,
For tyres worn, loose steering wheel, and brakes that fail to grip,
And pay attention to his lights while driving roads at night,
Another score for safety would be chalked up in the fight.

If everyone who drives a car would heed the danger signs,
Placed by the highway engineers who also marked the lines,
To keep the traffic in the lane and give it proper space,
The accidents we read about could not have taken place.

At last, if he who takes the wheel would say a little prayer,
And keep in mind those in the car depending on his care,
And make a vow and pledge himself never to take a chance,
The great crusade for safety would suddenly advance.

[The above was printed inside the cover of booklet issued by the road traffic authority in Australia – the equivalent to our Highway Code]

Accident Statistics

Accident statistics have one message and that is to drive more safely. They remind us that there is a risk that if we're not careful, we might crash and hurt ourselves; members of our family; our friends; colleagues and maybe some strangers.

An estimated half a million people a year are killed world wide as victims of a road accident. Of these approximately 45,000 people are killed on European Community roads. 1.6 million people are injured yearly in the EC.

To give some indication of road accident casualties in the UK, last year (2000) there were:

Total fatalities	3,409
------------------	-------

Total serious Injuries	38,155
Total slight Injuries	278,719

These figures can be broken down in various ways, including road user type:

Child fatalities	191
Child serious injuries	5,011
Child slight injuries	34,513

Pedestrian fatalities	857
Pedestrian serious injuries	8,641
Pedestrian slight injuries	32,535

Pedal cyclist fatalities	127
Pedal cyclist serious injuries	2,643
Pedal cyclist slight injuries	17,842

Motorcyclist fatalities	605
Motorcyclist serious injuries	6,769
Motorcyclist slight injuries	20,838

Car user fatalities	1,665
Car user serious injuries	18,054
Car user slight injuries	187,080

Bus and coach fatalities	15
Bus and coach serious injuries	563
Bus and coach slight injuries	9,510

Goods vehicle fatalities	121
Goods vehicle serious injuries	1,263
Goods vehicle slight injuries	9,220

These national statistics are compiled from data derived by police officers attending the scene of injury accidents using an Accident Report form (STATS 19). Each police force area in the UK produces this information.

Main Causes of Road Accidents in London last year - 2000

The following accident causation data has been provided by the Metropolitan Police Service, Traffic Division at New Scotland Yard. These figures list both the percentage followed by the numbers of crashes.

Driver/Rider

1. Driver disobeying 'Stop' or 'Give Way' signs or road markings	10.7%	4030
2. Driver turning right injudiciously	8.9%	3355
3. Driving too fast having regard for the road environment	8.3%	3123
4. Driving too fast having regard for other road users	7.6%	2856
5. Driving too close to the vehicle in front	6.1%	2289
6. Driver swerved or braked to avoid an accident	3.9%	1484
7. Driver changing lane injudiciously	3.5%	1337
8. Driver making a U turn injudiciously	2.5%	937
9. Driver disobeying Traffic Light	2.2%	847
10. Driver overtaking on the offside injudiciously	2.2%	838
11. Other Driver or Rider factor	2.0%	750

12	Driving when drunk	1.9%	716
13	Starting injudiciously	1.8%	665
14	Driver turning left injudiciously	1.7%	650
15	Reversing injudiciously	1.6%	616
16	Lost Control - No apparent reason	1.6%	605
17	Negligently opening or closing door	1.1%	412
18	Emerging from private drive injudiciously	1.0%	368
19	Failure to give precedence to pedestrian at zebra crossing	0.9%	352
20	Driving too close to nearside kerb	0.9%	349
21	Riding off pavement	0.8%	298
22	Driving too close to the vehicle alongside	0.8%	298
23	Failure to give precedence to pedestrian at pelican crossing	0.7%	265
24	Driving / Riding on wrong side of road	0.7%	247
25	Distracted by action inside vehicle	0.5%	181
26	Disobeyed other traffic sign	0.4%	168
27	Physical Defect / Mental Illness	0.3%	132
28	Disobeyed white centre lines	0.2%	88
29	Stopping injudiciously	0.2%	87
30	Dazzled by sun	0.2%	86
31	Fell asleep at the wheel	0.2%	84
32	Distracted by action outside vehicle	0.2%	69
33	Riding on the pavement	0.1%	53
34	Failure to signal movement correctly	0.1%	51
35	Riding across pedestrian crossing	0.1%	38
36	Emerging from uncontrolled minor road injudiciously	0.0%	17
37	Inadequate or no lights	0.0%	16
38	Drugs	0.0%	9
39	Dazzled by headlights	0.0%	5
40	Vision affected by atmospheric conditions	0.0%	4

Pedestrian

1. Crossing over road heedless of traffic	8.8%	3322
2. Crossing over road masked by parked vehicles	3.4%	1291
3.. Crossing over road heedless of traffic at pedestrian crossing	1.5%	582
4. Drink or drugs	0.9%	327
5.. Pedestrian in road, not crossing	0.7%	266
6. Other pedestrian factor	0.6%	222
7. Physical defect/mental illness	0.0%	18
8. Tripped over tow rope	0.0%	5

Passenger (Bus & Coach)

1. Other passenger factor	1.1%	418
2.. Alighting from a bus	0.4%	157
3. Negligently opening or closing doors	0.4%	143
4. Boarding bus	0.3%	114
5. Passenger injured by opening or closing doors	0.0%	14
6. Fell off platform (not boarding or alighting)	0.0%	6
7. Holding on to vehicle (stealing a ride)	0.0%	5

Road Environment

1. Vision obscured by stationary vehicles	0.6%	251
2. Slippery road (not weather)	0.3%	108
3. Slippery road (weather conditions)	0.3%	104
4. Road width restricted by parked vehicle	0.3%	98
5. Defective traffic lights	0.2%	69
6. Other road environmental factor	0.2%	60
7. Defective road surface	0.1%	40
8. High wind	0.0%	7
9. Vision obscured by building/fence/vegetation	0.0%	6
10 Vision obscured by hill crest	0.0%	5
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11 Vision obscured by road sign/street furniture	0.0%	1
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Vehicle Defect

1. Defective Brakes	0.2%	78
2. Other vehicle factor	0.2%	67
3. Tyre blow out before impact	0.1%	25
4. Insecure load	0.1%	24
5. Defective steering/suspension	0.1%	20
7. Runaway vehicle	0.1%	19
8. Defective/illegal tyres	0.0%	12
9. Broken down unit	0.0%	11
10 Defective lights	0.0%	5
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11 Overhanging load	0.0%	4
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12 Overladen	0.0%	1
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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.

TAKE TURNS AT BOTTLENECKS AND CUT QUEUES - SAYS IAM

Issued 17 July 2001

A more sensible approach for drivers negotiating the lane closures that cause summer queue misery was proposed today by the Institute of Advanced Motorists (IAM).

"Zip merging" means all available lanes are used right up to the bottleneck, with vehicles then merging in turn, one from the left, one from the right, in the style of a zip. The idea features in the summer edition of the IAM members' magazine, *Advanced Driving* and draws attention to a lack of advice on this point in the Highway Code.

"Three-into-two and two-into-one lane merge situations are very common on our roads and clear advice in the Highway Code on how to deal with them is essential. Should you get into the queue and crawl for perhaps a mile or more, even though there is a totally empty lane adjacent to yours going right up to the start of the blocked lane? Or should you use the empty lane right up to where the lane closure begins and then blend in with the traffic in that lane?" asked IAM Chief Examiner Bryan Lunn.

"In our view, the sensible advice for all lane merging situations is that drivers should reduce their speed and increase the gap between themselves and the vehicle in front. All available lanes should be used right up to where the lane closure begins and vehicles should merge in turn - one from the left, one from the right, and so on."

Mr Lunn suggested that if everyone did this, the traffic will continue to flow at the point where lanes are closed or blocked, and everyone would get past the obstruction quicker. All available road space would be used efficiently, and the "absurd situation" of long queues of traffic alongside a totally empty lane will be avoided, he said. Zip merging or "interleaving" works very well in other countries, where explanatory road signs have diagrams showing how vehicles should merge in turn from two lanes. Reducing crashes and congestion are at the heart of the Government's Road Safety Strategy and its Casualty Reduction Targets.

"Some drivers seem to think that vehicles merging from a blocked or closed lane are jumping the queue. This brings out the 'I'm first, you're next' attitude in them, which affects safety and adds to the congestion and frustration levels. Some lorry drivers deliberately straddle the two lanes, thus preventing car drivers from using the empty lane - an unhelpful and stupid manoeuvre," he said. The "zip merge" proposal will now go forward to the Highways Agency.

YOUR PASSPORT TO A HAPPIER HOLIDAY

Issued 10 May 1999

FACT(S) not fiction. ["DRIVING ABROAD"](#) is the first in a new series of IAM Fact Sheets aimed at helping you to be safer and enjoy your driving more. The IAM (Institute of Advanced Motorists) is an organisation dedicated to raising driving and riding standards for the benefit of road safety.

The IAM's Chief Examiner, Bryan Lunn, says the golden rule when driving abroad on the right hand side of the road is **"THINK RIGHT - LOOK LEFT"**.

Future IAM Fact Sheet Titles will include:

- Holiday Driving in the UK.
- Motorway Driving.
- Driving Attitudes.
- The Older Driver.

Any driver or motorcyclist wishing to improve their road skills or wanting advice on any aspect of motoring, should contact the IAM on 0181 994 4403.

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

Issued 26 May 2000

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

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

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

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

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

Any individual who would like to improve their driving or riding standard can contact the IAM on 020 8994 4403.

IAM WARNS OF "EURO LICENCE" DANGER

Issued 17th July 2001

Hard-pressed parents tempted to let their au pair drive the family car on the strength of a European driving licence alone should first satisfy themselves that their children will be safe in the car warned the Institute of Advanced Motorists (IAM) today.

The validity of international driving licences was raised by the BBC programme "So You Think You're A Good Driver"*. Presenter Nick Ross, himself an IAM member, questioned whether or not the "euro licence" is worth the paper it is written on after an on-screen experiment with a visiting au pair.

Tundy is one of around 2,500 au pairs who arrive in the UK from Hungary (14,500 au pairs come to Britain every year), many of them armed with just such a licence. Her employer, Charlotte Maizels, from Fulham, West London, was told that Tundy could drive. But when she took Tundy for a "road test", Charlotte discovered that her au pair simply wasn't up to UK driving standards.

Charlotte's teenage daughter Lucy and her other children were reportedly "terrified" by the experience. The BBC turned to Bryan Lunn, IAM Chief Examiner, for an objective expert appraisal. He too found Tundy's road skills decidedly lacking.

"I recommended a course of basic driving lessons, because it was obvious that learning to drive in Europe is quite different to reaching the standards required in the UK. I would have not let a relatively young and inexperienced driver learn how to navigate on the other side of the road with my grandchildren in the back," said Bryan.

After a course with a driving instructor, Tundy was deemed safe behind the wheel. But if Charlotte hadn't have checked out her driving, the story could have had a very different ending, said Bryan. "Don't forget there was no legal reason why she couldn't drive here - just the very practical one, namely that her inexperience meant she was a danger on UK roads," he said.

"Our road safety record here in Britain is far from perfect - but compared to some of the driving standards in Europe, we can hold our own." added Bryan.

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

How It All Began

In ancient Israel, it came to pass that a trader by the name of Abraham Com did take unto himself a young wife by the name of Dot. And Dot Com was a comely woman, broad of shoulder and long of leg. Indeed, she had been called Amazon Dot Com.

She said unto Abraham, her husband, "Why doth thou travel far from town to town with thy goods when thou can trade without ever leaving thy tent?" And Abraham did look at her as though she were several saddle bags short of a camel load, but simply said, "How, Dear?" And Dot replied, "I will place drums in all the towns and drums in between to send messages saying what you have for sale and they will reply telling you which hath the best price. And the sale can be made on the drums and delivery made by Uriah's Pony Stable (UPS)."

Abraham thought long and decided he would let Dot have her way with the drums. The drums rang out and were an immediate success. Abraham sold all the goods he had at the top price, without ever moving from his tent. But this success did arouse envy. A man named Maccabia did secret himself inside Abraham's drum and was accused of insider trading. And the young man did take to Dot Com's trading as doth the greedy horsefly take to camel dung. They were called Nomadic Ecclesiastical Rich Dominican Siderites, or NERDS for short. And lo, the land was so feverish with joy at the new riches and the deafening sound of drums, that no one noticed that the real riches were going to the drum maker, one Brother William of Gates, who bought up every drum company in the land. And indeed did insist on making drums that would work only with Brother Gates' drumheads and drumsticks.

Dot did say, "Oh, Abraham, what we have started is being taken over by others." And as Abraham looked out over the Bay of Ezekiel, or as it came to be known "eBay" he said, "we need a name that reflects what we are," and Dot replied, "Young Ambitious Hebrew Owner Operators." "YAHOO", said Abraham. And that is how it all began, It wasn't John Prescott after all.