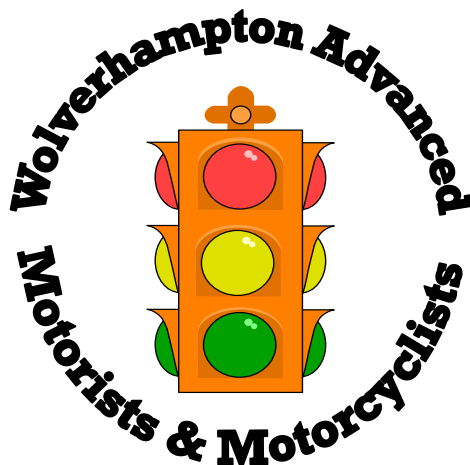




Group 3081



Registered Charity No: 1053330



"The Responsible Motorist"

Newsletter

Affiliated to:



Registered Charity No: 249002

Spring-Summer 2002



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:

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Group Web Site: w-a-m-m.freemove.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'
- OUR VENUE FOR OUR MONTHLY MEETINGS IS – 'THE FRIENDS MEETING HOUSE' IN WOLVERHAMPTON - SEE THE MAP AND DIRECTIONS ON THE FOLLOWING PAGE (No.5 of 25)

TUESDAY 14th May 2002

- ☐ ☐ **8 pm – 'ANNUAL GENERAL MEETING'**
☐ **ALL MEMBERS AND ASSOCIATES ARE REQUESTED TO ATTEND THIS MEETING.**
Your commitment to Road Safety and your Group is needed.

12th June 2002

8 pm "IAM Examiners Night"
Talk by your local IAM Examiner - Mark Wakelam
Your chance to clarify any queries you may have.

THURSDAY 27th June 2002

8 pm - SKIING at Telford Ski Centre
All abilities for 2 hours at £ 10.50.
Contact: Garth Jones.

10th July 2002

8 pm - "The Nature of Expertise and how it can be applied to advanced driving"
Talk by Dr. James Whalen

August

NO MEETING

11th September 2002

7 pm 'Associate Night'
Associates - please attend!!
8 pm – "A day at the wheel with a professional Chauffeur"
Talk by David Cooper - Chief Chauffeur for H. S. Marston Ltd.

SATURDAY 21st September

"SKID PAN DRIVING"
Those interested please contact Garth Jones for further details.

9th October 2002

7 pm 'Observers Night'
8 pm "Become A Better Driver – It's All In The Mind"
Talk by John Bagley and Vic Lewis – Staffordshire Police Driving Instructors

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



We are here!

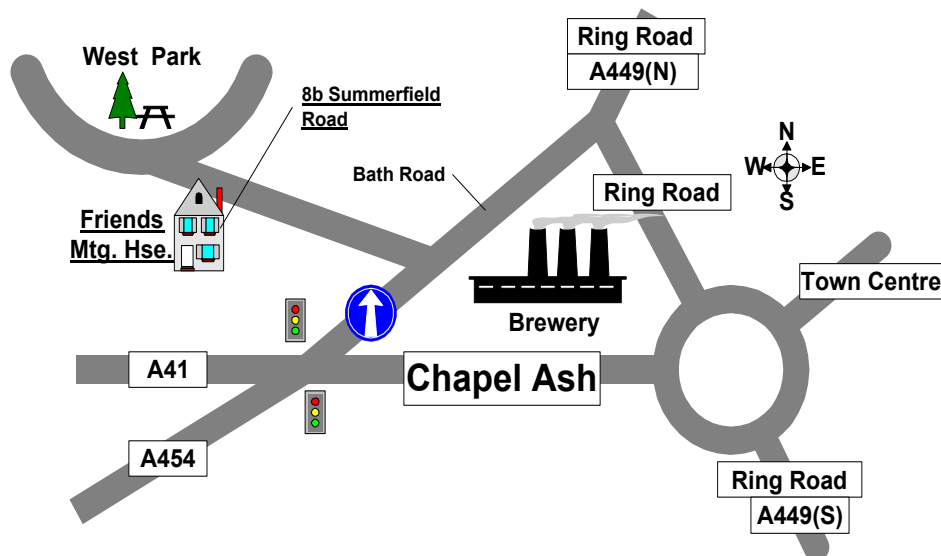
Venue for our Group Monthly Meetings

Is at:

- The Friends Meeting House
8b Summerfield Road
Wolverhampton WV1 4PR

As you get to the gate - follow down the drive towards the back of this property and its car park. The Meeting House is at the very back – a single story building with glass entrance doors.

We are sure that you will find this new venue much more central to our catchment area. Hopefully it will also encourage a higher attendance.



- This map shows that Bath Road is a 'one way road' – albeit briefly - when approached from Chapel Ash.
- You cannot turn right into Bath Road - when coming out of town down (A41) Chapel Ash.
- Taking the Ring Road from Chapel Ash Roundabout - you will need to turn first left into Bath Road then second right to Summerfield Road.
- For other approaches please consult your 'A-Z'.

Contact List - Committee & Trustees

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TEST ADMINISTRATOR

(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

It's typical, at the start of my comments in the last *'The Responsible Motorist'* I said that we had no new associates, then three appear at the next Group Meeting !!! People out there know of us and Advanced Motoring, it's **gentle persistent encouragement** (thanks Nick, with me) and informing them of its benefits and means of achieving.

So, **welcome** to our new associates since January and ones who will join this summer. **Congratulations** to those who have altered and developed their driving to the Advanced Motoring skill and gained the award. *"Can't teach an old dog new tricks,"* has been disproved and it applies to *"Young"* ones too!

The Advanced System, basically **'Information Position Speed Gear Acceleration'** expands upon 'Mirror Signal Manoeuvre' with details observed and consistently shown. Advanced Motorists must be the 'cream' of the general public. Use 'Pass Your Advanced . . . Test', the Highway Code, your Observer and the Group to understand and apply this systematic method of motoring. It may 'taste' peculiar but 'warm' to establish the improved habits. It has been said, *"Without theory, practice is but the routine of habit."* Louis Pasteur. Make the theory 'flavour' your motoring character and road space.

Advanced motoring emphasises **'early observation'**. In front, with at least 2 seconds braking distance means that we are not surprised with traffic jams and recognise positions of oncoming traffic, not being surprised by others awkward manoeuvres, always looking for safety. Memory is said to work like a video – it needs frequent views and updates for on-going sense.

Committee membership.

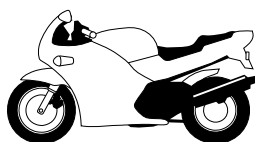
Many thanks to Paul Williamson who has been a stalwart Secretary for our Group since 1994. He informed us last year that he wishes to conclude his role as secretary. He has represented us on numerous committees, been extremely resourceful for the Group and given much practical help. Paul is continuing as Membership Secretary and as an Observer. Thank you for being a decisive and resolute worker for so many years.

Please carefully consider your choices for nominees to the committee and note that the nominee has to sign the voting form. Nominee, proposer and seconder must be current members of the I.A.M. and W.A.M.M.

Positions required;-

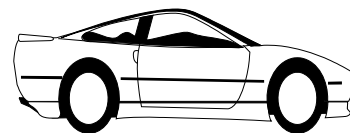
- ☐ Chairman ☐ Secretary ☐ Treasurer
- ☐ Newsletter Editor, Tony Robson is willing to stand again in this position
- ☐ New committee members

More committee members sharing the workload reduces the time commitments for improved results. Please consider joining the committee.



Look – Observe - Link.

Garth



From the Editor

Well, folks, the days are getting longer and the clocks have gone forward by an hour. What do you mean you've always been an hour adrift for all appointments recently? Isn't it amazing that tick follows tock follows tick follows tock? You should all have done your lawns 2-3 times by now. Don't you just love Miss Whiplash at this time of the year? 'Isn't it about time you got out into the garden, dear?' 'Ouch! Just a little higher with the whip, dearest!'

Group Membership

You should have paid by now for membership renewal (1st April 2002) for the period 2002-2003. If you have not renewed please complete the form in this newsletter or from your last issue and return together with the relevant monies to Paul Williamson. Do be aware that current membership is a particular requirement for all observers.

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! As you will see from the Events and Chairman's pages the Group AGM is approaching (Tuesday 14th April at our usual meeting location).

Your Group Newsletter:

What is missing from it? In a nutshell – contributions from yourselves which are getting as rare as hens teeth! We do need your input to reflect a Group Newsletter.

Your articles, letters, comments, etc. are always welcome.

These can be sent to me by post either written or on a diskette. Ideally e.mail is best as an attached file. Items sent on diskette or by e.mail should preferably be in Word.doc format, which saves me having to create your detail again. Should they not be part of the following issue please be assured that they will be put on file and used.

*****CONTRIBUTORS - PLEASE NOTE: the closing date for any input into your Spring / Summer Issue is – Saturday September 28th 2002.*** Material for inclusion does not just appear like magic! 'Harry Potter' and 'Gandolf' are fictional, folks!

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 Contact

Have you got an e-mail address?

- **Membership Fee reduction** – If you would like to receive your newsletter by e.mail please contact me. If enough members ask for this the matter will be reviewed for a membership fee reduction. The results of this review will be posted in the Autumn Issue.

In closing my ramblings, may I ask you to contribute to and take part in your group's future by giving it some of your time and effort. The group is you!

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.

Welcome to all new associates and thank you for joining.

Congratulations to all those who have successfully negotiated the I.A.M. Test since our last Newsletter and passed. Well done.

Mirrors

How often do you look in your mirrors when driving?

I don't mean that a greater percentage of time should be allotted to looking into what has effectively happened, but at least a regular glance should suffice.

I try to make a point of checking the mirrors after joining a road. This is an important mirror check - it makes you aware of anyone who may be travelling at the normal road speed - over a crest for example - the road was clear when you joined.

I check the mirrors after waiting for red traffic lights to change to green, especially the nearside mirror, when turning left, to check no one has appeared between my vehicle and the kerb, and are in the blind spot, and if yours is the first vehicle at the stop line.

Also, to check mirrors before making a lane change, perhaps for overtaking, or making a turn.

I am aware these types of cautionary suggestions have been mentioned over the years, but I am sure they are still relevant. Although when driving round, there are instances when other drivers hadn't checked their mirrors, and carried on to do their manoeuvre - probably their mind wandered. The radio or the phone may have distracted them, who knows?

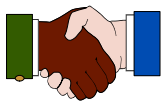
During my normal working day, I tend to drive to lots of properties, they could be on a main road, on a housing estate, or down a country lane, the result is much the same. I need to stop fairly close to it. I check the mirrors before indicating left, then stopping, in a safe place. It is at these times when not following the vehicle ahead, with a 2-second interval, that things take on a new perspective, as following drivers need to re-plan their driving line. Some are not giving enough clearance, which seems to suggest they were travelling too close and too fast - convoy style - to the vehicle in front of them.

No one knows when the vehicles around us will stop, alter course or any other type of driving manoeuvre, all we can do is try to be prepared to expect the unexpected.

SAFE DRIVING

Do drive safely!

Geoff Davis. (Chief Observer Cars)



Welcome - and Congratulations !



New Members

Welcome to: -

Car Associates:

Girish Mistry	Wednesbury
Sam Mistry	Wednesbury
Roland Heath	West Bromwich
Michael Calleia	Stourbridge
Kevin Taylor	Wombourne

Motorcycle Associates:

-

- on joining the Group.

Advanced Test Passes

Congratulations to: -

Car:

Mark McKeown
Gordon Nightingale

Sue Roper

Observer:

David Allen
Tony Robson / Rod
Matthews
Garth Jones

Motorcycle:

David Cooper

Observer:

Dave Taylor

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 **Advanced Motorists** and **Motorcyclists**



(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.

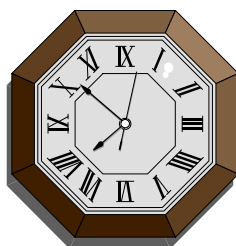
An appointment for the Test is made via the Group and the I.A.M. London, with a local Examiner who is a Police Advanced Driver. The test takes one and a half-hours and covers about thirty-five miles. All types of road are involved and it includes parking and slow manoeuvres. All of this will have been 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, 2002)	£10
FAMILY/JOINT MEMBERSHIP:	
<ul style="list-style-type: none"> ▪ (2 <u>FULL</u> members at the same address - (Effective 1st April, 2002)) 	£15



'Membership Renewal' Time – was - 1st April, 2002

- 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)

- | | |
|-----------------------------------|-------------------------------------|
| <input type="checkbox"/> Car | <input type="checkbox"/> Motorcycle |
| <input type="checkbox"/> Mini-bus | <input type="checkbox"/> 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

Attention Observers and Associates!

Where not to go on Observed Drives

We have been advised by 'those dressed in blue' to avoid the areas listed below. Apparently there is just a possibility that one might pass certain female persons parading in pairs! (Say no more, guv! Switch that red light off there!!).

- Area #1 – Horsely Field / Lower Horsely Field / Commercial Street / Bilston Road / Middle Cross.
- Area #2 – Bilston Road / Steelhouse Lane / All Saints Road / Raby Street / Rong Road (St. Georges).

Letters

Dear Tony,

I thought you might like to put this little thank you note in the next newsletter.

Having recently passed my Advanced Driving Test, I would like to thank Tony Robson and Rob Matthews for their guidance and infinite patience and encouragement, also many thanks to Garth for taking me on my pre-test.

I feel that I am a better driver now after this experience.

Regards
Gordon

Motorcycling

- What does an Advanced motorcyclist look like?

Clearly male or female, all ranges of age, nowadays can have the latest moped, or use a 3-wheeled vehicle, is very clear with choice of safe clothing, . . .

but is noticeable with their management of the vehicle, look for these;-

- Follows the Highway Code, has dipped headlights on as standard riding. (But with a low sun behind, a better silhouette is obtained with sidelights or lights off, at that time.)
- A quiet manner in manoeuvring through traffic and on the open road (body position is relaxed but alert, not lying over the tank), shows smooth stopping with the footbrake, one foot on the ground and the brake light on
- A system, IPSGA, being used with awareness of all movements by others and anticipating possible changes
- Regular mirror use and necessary shoulder checks for safety
- Positioning to see and be seen, with a quiet (non-revving) motorcycle

'Information' can be critical – Take, Use, Give. Some things they look for;-

- Road conditions – grit, wet white lining, manhole covers, bus stops / traffic lights and oil, camber, pools of water (pothole ?), microclimate (sun not warming part of the tarmac ?), . . .
- Other road users – cross road movement which limits a motorcyclists options, at ~~accidents~~

- incidents then look for road space through any broken glass, . . .
- The 'slow down arm signal' when approaching a pedestrian crossing with partially hidden pedestrians informs following traffic for everyone's safety
 - The motorcycle has the advantage of rapid acceleration that can be well used for progress but done without giving alarm to others

The advanced motorcyclist is very busy, still human and like all of us is prone to making mistakes, only slight ones hopefully!

- **Rallies**

The Welsh National Rally is early May.

Contact;- Dave James, Ty Efyrynwy, Dolanog, WELSHPOOL, SY21 0LQ

The National Rally, England is the first weekend of July.

Contact;- The National Rally Secretary,
Auto-Cycle Union, Wood Street, RUGBY, CV21 2YX

The National Rally of Scotland in September.

Contact;- 36 Willowbank, Ladywell, LIVINGSTONE, EH54 6HN

- **Sunday runs. Your ideas are welcome.**

We intend to have these again with

- just a small group

- about 3 rides this summer

- a route with sites of interest to visit

Those of us with 2 wheels will hear more after the AGM.

Garth Jones

Articles

IMPENDING CRISIS IN THE ROAD HAULAGE INDUSTRY.

A crisis is looming for the UK Road Freight transport Industry which, if allowed to develop at its present rate, could seriously affect the sustainability of social and economic stability in Britain.

As a nation, we are totally dependent upon the regular movement of goods in order to satisfy the laws of supply and demand. Almost everything we wear, use, produce or consume is, at some time, moved by road. Even the cash in our pockets was carried from the Mint to the bank by an armoured road vehicle!

The crisis comes in the form of a rapidly-deepening shortage of skilled Large Goods Vehicle (LGV) drivers. Approximately 25,000 to 30,000 are needed now, with upwards of 80,000 being needed over the next three to four years in order to maintain present levels of service, and to compensate for economic growth, the numbers of drivers leaving the industry, and to deal with yet more impending legislation from Europe.

The causes of this shortage are many, and include such factors as:-

- A lack of professional recognition for the high levels of driving and other skills required and utilised by people who work as LGV drivers.
- Low levels of pay, long working hours and the unpredictable nature of the job.

- Poor working conditions.
- The low levels of esteem which the public has for LGV drivers. They are often perceived as “second-class citizens” and are also seen as being responsible for environmental damage and pollution caused by the vehicles they drive.
- An ageing workforce among LGV drivers. Most LGV drivers are now aged between 33 and 49 years of age.
- Legislative and Licensing barriers of entry to the profession, in the form of high initial training costs and problems with insurance for younger LGV drivers.
- Fewer young people taking up occupations in the road transport industry.

Some would say that the logical remedy would be to “simply train more drivers”, but this is unfortunately only part of the answer, because it does not address the underlying issues behind the causes of the impending crisis.

The main underlying issues here are:-

- Changes in peoples’ lifestyles over the past 20 years.
- Changes in social habits and attitudes to work over the same period.
- The fact that people are aware that they are able to command far better remuneration and take advantage of better working conditions in other occupations.
- Leisure time and time spent at home with families is now valued much more than in times past.

It is obvious that this problem cannot and will not be solved overnight, primarily because few hauliers are prepared to take the initiative and spend money on training drivers, simply to have them “poached” by other, less scrupulous operators.

Another problem here is that the UK Haulage industry is extremely “fragmented”; that is to say that there are many small firms with their own ways of doing things, little possibility of everyone “speaking with one voice” and of working collectively towards the same goal.

Among others, the Road Haulage and Distribution Training Council (RHDTTC) under Mr. Ian Hetherington are in the process of carrying out a number of detailed analyses of the current LGC driver shortage situation in the UK. As a result, the RHDTTC have put forward various training proposals in an effort to alleviate the problem.

However, radical solutions will need to be found and implemented sooner rather than later, because the most important part of the vehicle is its driver, and neither vehicles or the goods which they are designed to carry will move anywhere without them!!

Chris Druce, M.I.L.T., M.C.I.T., M. Inst T.A., (Full Member, W.A.M.M.)

Stay safe at the wheel

[From a feature in the Vauxhall Magazine, October 2000 entitled 'Think!']

- A speed limit is not a target. Drive according to the road and traffic conditions. In freezing weather, heavy rain or traffic, even the legal limit might be too fast.
- Look ahead to anticipate problems, like a road blocked by a blind bend. Is there a parked bus round that bend?
- Look ahead to junctions from which vehicles might emerge, and give cyclists and horse riders plenty of room.
- Concentrate - avoid distractions like loud music that might drown out car horns or emergency sirens.
- You cannot control your vehicle properly if you are eating, drinking or changing a cassette or CD.
- Do not use mobile phones, even a hands-free unit.
- Try to anticipate those around you - will a cyclist wobble in front of you, or a child step off the kerb?
- Be patient, stay calm - pull over and relax if need be.
- Remember to stay back, and use the 'two second rule' to leave the right gap between you and the vehicle in front.
- Use in-car navigation aids when parked, not while moving.
- If you feel drowsy pull over, take a short walk have a coffee and a light snack.

AGE AND GENDER MAKE A DIFFERENCE (Source: www.drivig.co.uk)

One of the most significant social trends of the new century will be the greying of the population. A fact that raises serious questions for everyone concerned with traffic safety and education. In many of the industrialised countries, the proportion of the population over the age of 65 is increasing. Policy makers and safety professionals are having to take this new reality into account.

Reports show that mature motorists are not involved in a disproportionate number of motor vehicle crashes. Most mature drivers self-assess their skills, modifying their driving habits to fit declining capabilities. They tend to become more conservative on the road, driving less often at night, avoiding busy motorways and taking fewer long-distance trips to unfamiliar areas.

However, older drivers are more likely than younger drivers, to be involved in multi-vehicle crashes, particularly at road junctions. They are also more likely than younger drivers to be seriously injured in a crash because their bodies are simply less able to withstand an impact.

Factors that contribute to the accident involvement of older drivers relate to the physical changes associated with the ageing process. The physiological changes can affect vision, hearing and physical mobility. The older drivers perform worse than other drivers on manoeuvres, vehicle handling and observing, due in part to a reduction in flexibility, (mobility of neck and trunk). As people age, their ability to process information declines in terms of capacity and speed of thought. Older drivers are therefore more at risk in certain situations i.e. crossing a road junction. However, with the increase in the ageing population is an increase in the number of older drivers, which means that the mobility needs of older people will become even more important in the future.

A report by the Federal office Of Road Safety Australia, shows an interesting comparison of the difference in accident statistics involving men and women drivers. It shows for example, hospitalisation crashes involving younger drivers and male drivers are more typically single vehicle or head-on crashes, occurring at night or on weekends, often involving alcohol. On the other hand, crashes involving older drivers or female drivers, are more typically crashes at road junctions in lower speed limit areas, occurring during the day and on weekdays and not generally involving alcohol.

For both men and women, the rates of death and injury were highest for the youngest and oldest drivers. The most common age of female drivers killed or hospitalised in road crashes is 18 years of age. This may be as young women drivers display a number of intentional high-risk behaviours such as speeding, tailgating and overtaking on the inside lane.

[Editor: This article came from an Australian article on the Net.]

‘Something to remember’

- If you have food in the refrigerator, clothes on your back, a roof overhead and a place to sleep –
 - You are richer than 75% of this world.
- If you have money in the bank, in your wallet, and spare cash in a dish somewhere –
 - You are among the top 8% of the world’s wealth.
- If you woke up this morning with more health than illness –
 - You are more blessed than the millions who will not survive this week.
- If you have never experienced the danger of battle, the loneliness of imprisonment, the agony of torture, or the pangs of starvation –
 - You are ahead of 500 million people in the world.
- If your parents are still alive and still married –
 - You are very rare.
- If you can hold up your head with a smile on your face and are truly thankful –
 - You are blessed because the majority can but do not.
- If you can hold someone’s hand, hug them or even touch them on the shoulder –
 - You are blessed because you can offer a healing touch.
- If you can read this, you have just received a double blessing –
 - Someone was thinking of you, and furthermore, you are more blessed than the 2 billion people in the world that cannot read at all.

Have a good day, count your blessings, and pass this along to remind others how blessed we all are. Which goes for most of us, whatever this day, this week, this year brings.

FIRE RAIL 2002

MODELLING EXHIBITION

NEW VENUE S. Peters Collegiate School,
Compton Campus, Wolverhampton
Saturday 6th & Sunday 7th July 2002
10am - 5pm

ENTRANCE

Adults £3.50
Concessions £2.00
Families £8.00

FEATURING

SUMMER FAYRE • HOT AIR BALLOON
20 PLUS WORKING RAILWAY LAYOUTS
SANDWELL MODEL BOATS
MODEL AIRCRAFT FLYING DEMONSTRATIONS
MILITARY VEHICLES
FULL SIZE MODERN & VINTAGE FIRE ENGINES, VINTAGE BIKES,
CARS & STEAM ENGINES
FIRE SERVICE DEMONSTRATIONS • BOUNCY CASTLE
CRAFT STALLS AND MUCH MORE

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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.

IAM RESPONDS TO TRL RESEARCH SHOWING "PHONEY DRIVERS WORSE THAN DRINK DRIVERS"

Issued 22 March 2002

"Phoney drivers" who insist on using mobile phones while driving are under scrutiny today following TRL research on reaction times, said the Institute of Advanced Motorists (IAM). The IAM has until now resisted calls for special legislation to deal with drivers using hand-held phones, arguing that there are already sufficient powers.

"But the problem needs better education and improved enforcement. We know the police act when they see this offence being committed. But it often seems to the responsible motorists that these one-armed merchants are getting away with it," said Bryan Lunn, IAM Chief Examiner.

"Is that phone call so urgent that it's worth risking your life - let alone the lives of others? These phoney drivers are a major irritant and a road safety hazard."

"We should be gathering hard data about how many crashes are caused by drivers on mobile phones. STATS 19, the road accident data sheet is the place to do this and we would like the police and the DTLR to include these details, where mobile phones have been a distraction leading to an accident."

Mr Lunn reiterated the IAM's long standing advice to drivers on mobile phones. *"Never use a hand held phone when you are driving. Even if you have a hands-free system, you should avoid using the phone while driving as it distracts you from the main task. If you receive a call while driving, keep your conversation short and tell the caller that you can't talk at the moment. Then find somewhere legal, safe and convenient to return the call."*

Jokes:

Signs you live in 2002

1. You just tried to enter your password on the microwave.
2. You have a list of 15 phone numbers to reach your family of three.
3. You call your son's beeper to let him know it's time to eat, he emails you back from his bedroom.
4. Your daughter sells Girl Scout cookies via her website.
5. You chat several times a day with a stranger from South Africa, but you haven't spoken with your next door neighbour yet this year.
6. You check the ingredients on a can of chicken noodle soup to see if it contains Echinacea.
7. Your grandmother asks you to send her a JPEG file of your new-born so she can create a screen saver.
8. You pull up in your own driveway and use your cell phone to see if anyone is home.
9. Every commercial on television has a web site address at the bottom of the screen.

10. You buy a computer and 6-months later it is out of date and now sells for half the price you paid for it.
 11. Leaving the house without your cell phone, which you didn't have the first 20-50 years of your life, is cause for panic and turning around to go get it.
 12. Using real money, instead of credit or debit, to make a purchase would be a hassle and takes planning.
 13. Cleaning up the dining room means getting the fast food bags out of the back seat of your car.
 14. Your reason for not staying in touch with family is that they do not have e-mail addresses.
 15. You consider second-day air delivery painfully slow.
 16. Your dining room table is now your flat filing cabinet.
 17. Your idea of being organised is multiple-coloured post-it notes.
 18. You hear most of your jokes via e-mail instead of in person.
 19. You get an extra phone line so you can get phone calls.
 20. You disconnect from the Internet and get this awful feeling, as if you just pulled the plug on a loved one.
 21. You get up in the morning and go online before getting your coffee.
 22. You wake up at 2 am to go to the bathroom and check your e-mail on your way back to bed.
 23. You start tilting your head sideways to smile. [:]
 24. You're reading this.
 25. Even worse; you're going to forward it to someone else!!! yep...
-

If you can start the day without caffeine or pep pills,
If you can be cheerful, ignoring aches and pains,
If you can resist complaining and boring people with your troubles,
If you can eat the same food everyday and be grateful for it,
If you can understand when loved ones are too busy to give you time,
If you can overlook when people take things out on you when, through no fault of yours, something goes wrong,
If you can take criticism and blame without resentment,
If you can face the world without lies and deceit,
If you can conquer tension without medical help,
If you can relax without liquor,
If you can sleep without the aid of drugs,
If you can do all these things,

- THEN YOU ARE PROBABLY THE FAMILY DOG!

If at first you don't succeed – give up! Sky diving is not for you!

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 be 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.