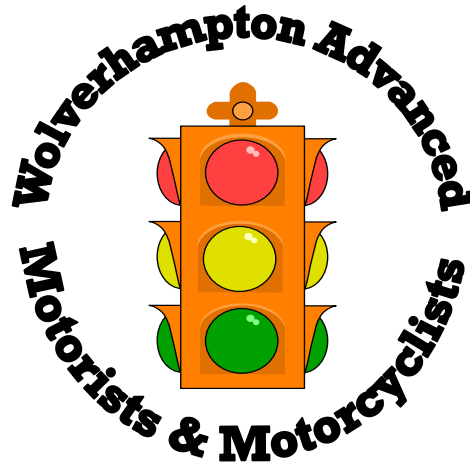




Group 3081



Registered Charity No: 1053330



"The Responsible Motorist"

Newsletter

Affiliated to:



Registered Charity No: 249002

Autumn 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

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I.A.M. Web Site: www.iam.org.uk



DISCLAIMER

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

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Events & 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)
- WHILE YOU ARE READING THIS PAGE IT IS AN IDEAL MOMENT TO PUT THESE DATES INTO YOUR DIARY – NEWSLETTER COPIES 'RELOCATE' THEMSELVES AFTER A TIME!

13th November 2002

**8 pm "Vintage Cars of Wolverhampton"
Talk by Ray Jones (Marstons of Wolverhampton)**

December 2002

NO MEETING

8th January 2003

**8pm "Seagrove and the Story of the Sunbeam World Record"
Talk by Ray Jones (Marstons of Wolverhampton)**

12th February 2003

**8pm "Rally Driving in the Mini-Cooper 1960-70"
Talk by Rally Driver - John Rhodes**

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



We are here!

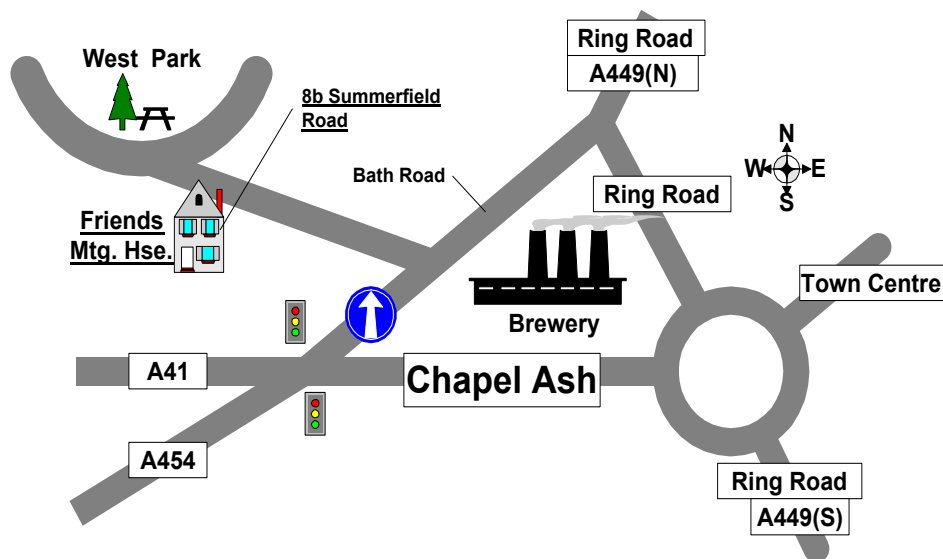
Venue for our Group Monthly Meetings

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'.

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George Clarke

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 – Chief Observer & Associate Controller

Chairman's Comment

Hi everyone - what a shock and complete surprise to step down as Secretary only to become Chairman. So here goes to my first Chairman's Comments.

First of all a big thanks and a lot of recognition to Garth for all the hard work time and effort that he has already and continues to put in to the Group. In his role as Chairman amongst many others during the past more than few years he has steered us through changeable times. He is perhaps the one who deserves recognition for all his contribution to the Group rather than me; the very nice gifts that were given to me and my family at the AGM were much appreciated.

Similarly the other Committee members should also be mentioned here for their continuing contribution to our Group. In particular Graham Foulkes (Treasurer), Bill Goodreds (President), Tony Robson (Newsletter Editor) and Geoff Davis (Chief Observer) - they have for an even longer time than myself been an integral part of the Group and deserve our recognition and thanks. Also without naming names directly here there are our Vice Presidents, Observers and Senior Observers. There are bound to be others that I have forgotten so please accept my apologies but I hope you will feel included in my recognition of all your contributions to our Group.

I look forward in the coming months to continue in using this space allotted here to me by expressing some of my own personal opinions on driving and about the Group. I hope that I will do a good job for you and will always be interested in your comments both good and bad on how the Group and I am doing from your perspective.

I'd better put my hand up now as I have already got at least one thing wrong and I'm bound to continue doing from time to time knowing me. (This is where my first apology comes to our hard-pressed Newsletter Editor Tony with apologies for my own late contribution to this issue. I promise it will be in on time next time, Tony - and you now have it in black and white). I will also try and get to every Group meeting and also be on time! Work commitments may physically stop me as I only drive a Car and not a Tardis time machine! [Editor: Is this from Paul 'Who'?]

This Group is your Group and what we do and how we do is down to the people who read this Newsletter. i.e. current group members, associates and potential associates who have got hold of this Newsletter. You are all stakeholders in this!

In mentioning changeable times earlier, it looks like there will be a new element to the basic driving test now that will not only cover driving theory questions and a practical driving demonstration of competence for all new drivers, that of a "Hazard perception Testing". I wonder how long it is before they will be able to measure and want to test for competent driver attitude? I feel quite sorry for young drivers today and how they have to take all these new extras on board. With the majority of the driving public who haven't had to take a test in recent times and how might we fair if we too had to take a re-test tomorrow? Most of us have taken the advanced test and might claim perhaps that we should be exempted, at least in the short term, from such an idea. Becoming an Observer can also help in keeping your driving standards up. In essence we are only (my self definitely included here) as good as the last drive with which we safely completed? But was it safely completed? Was it smooth, safe, systematic, and what we could say met all the standards we should portray as "Advanced Motorists"?

I think it is a good idea to review your drive on a fairly regular basis if only for a few moments. Could I also put the thought to all of us, that as well as hazard perception it is our attitude when driving that also needs to be realized as very important to our continued safety?

Until the next time "Safe Motoring"

Paul.

From the Editor

I have just looked at my previous mutterings and find that I am about to do a verbal burp and almost repeat myself as follows. Well, folks, the days are getting rapidly shorter and the clocks are to go back by an hour. All too soon those hazy lazy days of summer have faded into the autumn mists. Time for the trees to get their revenge with an almost never-ending layer of soggy brown leaves in our gardens, on our vehicles paintwork and on the roads to add another hazard for us to consider. Also it is the time to protect and service our cars and motorcycles for the coming winter weather and associated conditions.

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 Sue Roper. Do be aware that current membership is a critical requirement for all observers. Chasing people costs, so please be a 'responsible motorist' in this aspect also!

Your Group Committee needs you!

We continue to ask for your time and personal commitment to your group. We are still 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 we have gained three new committee members – but – one or two more would not go amiss.

Your Group Newsletter:

What is still missing from it? In a nutshell contributions from other than committee members. In this issue are zippo, zilch, zero, nil, nothing from anybody else! This continues to be the norm rather than the exception. Even thank you letters from members passing their test are rare. We do need your input to reflect a Group Newsletter. Go on select first gear and write half a page or better still a whole one – it isn't that hard once you engage the clutch and the wheels start to turn!

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 – Saturday December 14th 2002.***

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

- **Membership Fee reduction** – In the last issue we asked if any members would like to get their issues by e.mail. The results of this offer to reduce your individual fee are that to date no members have expressed an interest in this – at all!

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!

Hello, is there anybody out there, there, there, there, there? Where's that echo coming from? Who are those men in white coats at my front door? No, no, I'm an IAM Group Newsletter Editor – have pity on this poor soul!

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.

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

When you have taken a 'pre-test' drive – and have been recommended to apply for the advanced test, please send your completed test application form to me as soon as possible. Once one or two details have been recorded from your form it will be sent to IAM London without further delay. Within the following 2-3 weeks your appointed Test Examiner will contact you to arrange a date and time for your actual advanced driving test.

If for any reason you are unable to send the form please contact your observer or myself without delay.

After taking your test – please let your observer and myself know as soon as possible. This allows us to say well done and also to free your observer for any waiting associate.

THE DRIVER EMERGING FROM A 'T' JUNCTION

I have noticed a trend that is on the increase, which may be due to impatience by some drivers, or just simply needing to complete their journey with little regard for other motorists.

When driving on a main road in heavy traffic, following the vehicle ahead at a 'reasonable' distance, do take care when approaching left or right-hand T-junctions. Watch out especially for motorists trying to cross the road turning to their right. They may drive out and block traffic in one direction.

On several occasions drivers have come out from a side road forcing their way into the traffic flow until someone is forced to let them in. This type of 'motorist' will, in their attempt to cross the flow of traffic, try to make eye contact and then give an 'acknowledging thank you' sign for allowing them out across your path rapidly followed by the car nosing into a forced gap. 'Well you did signal that it was alright to cross over', etc. Following traffic adjusts to this situation, easing off their acceleration pedal, possibly applying brakes and waiting until the offending motorist has cleared the junction.

Naturally this manoeuvre is not recommended under any circumstance. All it needs is a driver on the main road to be momentarily distracted to raise a real possibility of an accident. I would suggest that such drivers waiting at these junctions do not wish to wait before continuing their journey.

Be vigilant – take care - drive safely!

Geoff Davis. (Chief Observer Cars)



Welcome - and Congratulations !



New Members

Welcome to: -

Car Associates:

Michael Brooks
Terry Gill
Jeff Tonks
Stuart Hinde
Pat Dainty

Dudley
Coseley
Bushbury
Perton
Finchfield

David Eccles
Susan Hurbis
B.G. Hughes
Dawn Hazel
Anne Palmer

Penn
Smethwick
Wednesfield
Castlecroft
Westcroft

- on joining the Group.

Advanced Test Passes

Congratulations to: -

Car:

Pat Hutchison
Sam Mistry

Observer:

Geoff Davis
Roy Richards

Motorcycle:

Observer:

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

Friends of the Group

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

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

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

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

Grievances

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



Group Regalia



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

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

ORDER FORMS ARE AVAILABLE THROUGH GARTH JONES.

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

AVAILABLE FROM - G. JONES

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



(Group 3081)
(Registered Charity No. 1053330)

Group Secretary:

Mr. G. Jones
P.O. Box 3264
Wolverhampton
West Midlands WV8 2YL
Tel: 0870.240.8220

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

NOTE:

- 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:

Sue Roper
7, Walhouse Drive
Penkridge, ST19 5SP

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:

Sue Roper
7 Walhouse Drive
Penkridge
Staffs ST19 5SP

Letters

Dear Editor,

In September I went with a few others to Hixon to the Police Skid Pan. It was an experience that I thoroughly enjoyed. It was an educational as well as exhilarating morning.

The two Police instructors were both amusing and very good explaining and demonstrating all about skidding. As a result I say that all drivers advanced and "ordinary" should take up the chance to experience the thrills of The Skid Pan if they do get the opportunity.

Thank you for arranging this morning on the skid pan, it is something that could easily become addictive!

Barbara Linton

[Editor: Many thanks, Barbara, your contribution is very welcome. OK, folks form an orderly queue and contact Garth for your place in the next party attending this venue!]

Articles

QANTAS MAINTENANCE

Never let it be said that ground crews and engineers lack a sense of humour. Here are some actual logged maintenance complaints by QANTAS pilots and the corrective action recorded by mechanics.

'P' stands for the problem the pilots entered in the log, and 'S' stands for the corrective action taken by the mechanics.

P: Left inside main tyre almost needs replacement.

S: Almost replaced left inside main tyre.

P: Test flight OK, except autoland very rough.

S: Autoland not installed on this aircraft.

P: Something loose in cockpit.

S: Something tightened in cockpit.

P: Dead bugs on windshield.

S: Live bugs currently on order.

P: Autopilot in altitude-hold mode produces a 200-fpm descent.

S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.

S: Evidence removed.

P: DME volume unbelievably loud.
S: DME volume set to more believable level.

P: Friction locks cause throttle levers to stick.
S: That's what they're there for!

P: IFF inoperative.
S: IFF always inoperative in OFF mode.

P: Suspected crack in windscreen.
S: Suspect you're right.

P: Number 3 engine missing.
S: Engine found on right wing after brief search.
(note: this was for a piston-engined airplane; the pilot meant the engine was not running smoothly)

P: Aircraft handles funny.
S: Aircraft warned to straighten up, fly right, and be serious.

P: Radar hums.
S: Reprogrammed radar with words.

P: Mouse in cockpit.
S: Cat installed.

[Editor: This contribution is from Sue Roper our new Committee Minutes Secretary. Many thanks, Sue. QANTAS, cobbers as we all know is an Aussie airline but what do the letters stand for? 'Queensland and Northern Territories Air Service' – betcher really wanted to know that piece of vital information!! G'day!]

News from the Government

DfT/TR21/ 29.8.02 Traffic up 1% in 2001

The revised estimate that there was 1.3% more road traffic in Britain in 2001 than in 2000, plus other sleep-avoiding statistics, are published today. One such gem is for motorcycle traffic (affected by wet weather in 2000): up 9% in 2001, having fallen 3% in 2000.

Statistics Bulletin (02) 23 Road Traffic Statistics: 2001@, available from DfT, TSR2, Zone 2/14, 76 Marsham Street, LONDON, SW1P 4DR, or www.transtat.dft.gov.uk/tables/2002/rts/rts.htm.

DTi/578/17.9.02 Motor industry agrees to work with government to raise standards of car servicing

Yeah, like I'm going to be fooled by that. It'll be the usual story: a government-approved A Good Garage scheme, which in theory only the proven garages can join, which everyone gets to join because there's no budget to enforce the scheme.

Look at the results from the Government-sponsored Amystery shopping survey:

- 27% of fast fit centres recommended unnecessary replacement of parts.
- 51% of garages missed one or more safety-related defects in cars or items that should have been picked up in a regular servicing;

- 86% of garages missed at least one fault, with 40% missing at least one service item.
- Are garages sexist? You bet they are. Garages missed at least one service item in 51% of cases if the customer was female, 33% if the customer was male.

The press notice gives some examples:

“AA franchise dealer in London was asked to carry out a "schedule A" (most thorough) service on a car which, in addition to the introduced faults, had a front tyre which was worn to 1mm on the inside edge and rear tyres which had low (nearly illegal) tread depths on the inside edges - possibly indicating the need for the tracking to be adjusted.

The air conditioning and a number plate bulb were not working. After the service the garage advised replacement of the wrong tyre and the possible tracking problem was not picked up. The spare pressure was still low and the reversing lamp and number plate bulb still not working. Two good wipers were replaced unnecessarily and the air filter had not been cleaned or replaced.

The garage also advised that the radiator was leaking when it was not. No comment was made about the air conditioning.”

OK, I'll try and be positive. There's a leaflet, 'Garage Wise', endorsed by the AA, OFT, LACORS, RAC, Trading Standards Institute, Which?, RMIF and VBRA. You can order copies of the leaflet from DTI Publications at 0870 1502 500. The Press Notice claims you can also order from www.dti.gov.uk/CCP/publications.htm, but the whole of the DTI site was fubar-ed when I tried using broadband on Sunday afternoon. So pick up the phone.

DfT/61/18.9.02 Crackdown on ,3 billion car crime

Returning to examine press notices after a 5 month gap, they still appear all packaging, no content. How many crackdowns have we had?

Well, this one's a *little* different. Just. Some tiny measures to slightly reduce the number of write-offs given new false identities. E.g. from 1 February 2003, you'll need to show a renewal notice or log book at the Post Office to buy a tax disc.

DfT/63/19.9.02 Screen tests for new drivers

From 14.11.02 (Prince Charles= 54th birthday, of course) the fee for the driving theory test rises from ,15.50 to ,18. From that date, the test for all classes of UK driving licence will include a hazard perception section using video.

This is a world first. Failure to pass either the existing multiple-choice section or the new hazard perception section will result in failure of the whole theory test.

Candidates are shown 14 film clips (chosen randomly from a series of two hundred) with 15 developing hazards (call them DHs here). So one clip has 2 DHs, the other 13 clips have 1 DH. The period from the DH first being visible until it is too late to act is split into five time zones (not shown on the film, not necessarily of equal length).

Candidates must click the mouse as soon as they recognise a DH (but the mouse pointer does not need to be anywhere in particular, as only the timing of the mouse click matters). They score 5 points for clicking during the first time zone, 4 in the next, and so on. So the maximum score is 75.

Extra clicks (for extra hazards, or the same hazard getting worse, or as a result of a few nerves) do not matter, but the software announces a nil score for a particular clip if it detects obviously random, rapid clicking.

DSA carried out extensive trials of the film clips on 4,000 learner drivers, 4,000 drivers with 3-24 months post test driving experience, and 4,000 drivers with more than 10 years experience. After three hours of focused training, new drivers can on average achieve the hazard perception test scores of experienced drivers.

The pass mark varies with the category of test. It is 38 out of 75 for car, moped and motorcycle tests, rising in increments of 2 to 44 out of 75 by September 2003. For bus/truck tests it is 44 rising to 50. The pass mark for ADIs and the Voluntary Register for LGV Instructors is 51, with no transitional period. Pass marks will be reviewed in the light of experience.

DfT/TR22/26.9.02 Detailed analysis of road casualties published today

This updates the provisional figures issued on 13 June 2002. Main points are:

- 3,450 people were killed on Britain's roads in 2001, up 1% on 2000, whilst 37,110 were seriously injured (down 3%). Total casualties stood at 313,309 (down 2%).
- The number of drink drive deaths fell by 9%, though total casualties were up by 2% (provisional figures). This suggests to me just as much drink driving, but better death prevention (car design, paramedics etc).

Road Accidents Great Britain - The Casualty Report 2001@ (ISBN 0115525572) ,25 from TSO.

And finally ...

From 'Hansard' - (the official daily record of Parliamentary proceedings).

Speeding (26.9.02; col 76W)

Mr. Tynan:

To ask the Secretary of State for the Home Department how many drivers were fined and how much was paid in fines for speeding in (a) England, (b) Wales and (c) Northern Ireland in (i) 2000 and (ii) 2001; and how many police man hours were used to catch drivers who were guilty of speeding in (A) England, (B) Wales and (C) Northern Ireland in each year.

Mr. Bob Ainsworth:

The table shows the total number and amount (,) of fines ordered to be paid following conviction for speeding offences within England and Wales separately for 2000. As the majority of such offences are dealt with by the issue of a fixed penalty, the table also shows the total amount of fixed penalties ordered to be paid. Not all fines and fixed penalties will have been paid. Information for 2001 will be available in the Autumn. The total police time in England spent on traffic is eight per cent. We cannot break this figure down into time spent on speeding offences without a specific data gathering exercise which would be both time consuming and could only be collected at disproportionate cost.

Information relating to Northern Ireland is a matter for my right hon. Friend the Secretary of State for Northern Ireland.

Fines and fixed penalties data for speeding offences, 2000					
	<i>Court Proceedings</i>			<i>Fixed Penalties</i>	
	Number of Fines	Total Amount of Fine	Average Fine	Number of Tickets	Estimated Revenue (7)
England	128,700	,17,011,000	,132	926,760	,40,160,000
Wales	10,500	,1,083,000	,103	96,720	,4,191,000

(7) "Estimate" based on the following fixed penalty charges, 40 up to 31 October 2000 and, 60 as from 1 November 2000.

Abandoned Vehicles (26.9.02; col 164W)

Dr. Cable:

To ask the Secretary of State for Trade and Industry how many cars were recorded as having been (a) abandoned and (b) scrapped in each of the last three years; and if she will make a statement.

Mr. Wilson:

Local authorities are responsible for dealing with abandoned vehicles and DEFRA currently holds no central records of the number of vehicles abandoned each year. However, it estimates that some 350,000 were abandoned in the United Kingdom in 2000.

Information on the number of abandoned vehicles removed by local authorities has been collected for the first time in DEFRA's 2000B01 Municipal Waste Management Survey which will be published in August.

In its three most recent annual reports, the Automotive Consortium on Recycling and Disposal (ACORD) has estimated that the following numbers of vehicles were scrapped: 1.8 million (1998), 1.8 million (1999), 2.0 million (2000).

David Wilkinson 29.9.02

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.

"THIRTY – SOMETHING DRIVERS" POSE A RISK TO CHILDREN, SAYS THE IAM

Issued 23rd September 2002

Drivers who allow their speed to "creep up" above 30mph on minor roads are unaware of the potentially fatal consequences, warned the Institute of Advanced Motorists (IAM) at the start of Road Safety Week (23 – 29 September).

Children are among the most vulnerable road users and are the most at risk from drivers travelling too quickly on minor roads.

"That extra five or six miles an hour doesn't feel very fast when you are behind the wheel. And frankly, it will make little difference to your overall journey time. But if you hit a child at that speed, it could literally be the difference between life and death," said IAM Chief Executive Christopher Bullock.

"Statistics show that if you are driving within the 30mph speed limit, you are much less likely to kill a child. That's not the case if you are going too fast. This is not a technical, legal matter, or a petty violation, but something that every driver should remember, especially on the approach to schools. 'Speed kills' is too simple a mantra. But inappropriate speed is certainly a potential killer. We welcome the introduction of hazard awareness by the Government into the L test. Existing drivers should recognise that every road with young pedestrians is full of potential hazards."

Mr Bullock cautioned that the growth of safety cameras may have a "de-sensitising" side effect on motorists. "I would hate to think that drivers under pressure are tempted to make up their time by putting their foot down when they are driving in areas without speed cameras. Speed limits only really work by consensus; drivers should watch their speed, whether or not they are going to be caught on camera," he said.

Mr Bullock joined BBC presenter Nick Ross, a member of the IAM Council, at the BRAKE Road Safety Week event held at the Houses of Parliament.

1. The IAM was established in 1956 and more than 300,000 drivers and riders have taken and passed the now famous IAM Advanced Driving Test. The IAM has more than 110,000 members, all advanced drivers, and over 200 local groups across the UK which help aspiring motorists and motorcyclists to prepare to take the Advanced Test.
2. The IAM has a corporate arm, IAM Fleet, that specialises in driver training. Further details from iamfleet.com.

"SORRY MATE - I DIDN'T SEE YOU" IS NOT GOOD ENOUGH SAYS IAM

Issued 13th August 2002

As many as a third of UK drivers on the road would fail the basic roadside eyesight test if they had to do it again. That was the warning today from the Institute of Advanced Motorists (IAM), Britain's leading advanced driving organisation.

Welcoming plans outlined by the Association of Chief Police Officers (ACPO) to roll out new roadside eyesight tests, the IAM has pointed out that poor driver vision is often a major factor in crashes involving motorcyclists.

"It is of course illegal to drive any vehicle without corrective eyewear if a motorist's vision falls below the minimum standard. But many drivers do so, because they haven't had a recent eye test," said IAM Chief Executive Christopher Bullock.

"Even if a driver can pass the standard daytime number plate test, that is no use at all as a check on night blindness, tunnel vision or depth perception. Any one of these conditions could affect a driver's ability to judge a motorcyclist's speed at a junction. But the clichéd excuse 'Sorry mate - I didn't see you' is not good enough. Since 90 per cent of the sensory information that reaches a driver's brain does so through the eyes, it follows that it is highly dangerous to drive if you can't see properly."

Devised in 1935, Mr Bullock described the standard driving eyesight test as "totally inadequate" when it comes to assessing a person's ability to drive safely in today's congested traffic conditions.

"Roadside furniture and other hazards make huge demands on a driver's observation skills," he said.

"The IAM believes that because human sight deteriorates as part of the ageing process, it is right that the police should carry out eye sight testing on drivers where appropriate. There should be stiff penalties for anybody involved in a crash who has driven wilfully knowing that their eyesight is defective," said Mr Bullock.

Many motorists drive without glasses because of vanity, because they've forgotten them or because they are only going a short distance. Mr Bullock said that a spare pair of glasses should be kept in the car and that prescription sunglasses can also help improve summer vision. Every driver should aim to have an eye test once a year.

IAM “DISAPPOINTED” AT FAILURE TO STOP CONGESTION CHARGING

Issued 31st July 2002

News that the bid to stop Ken Livingstone's scheme to charge motorists £5 to drive into central London was dismissed in the High Court today has been described as “disappointing” by the Institute of Advanced Motorists (IAM), the UK’s leading advanced driving organisation.

Westminster Council and the Kennington Association, with the backing of Kensington and Chelsea borough council, had asked a High Court judge to block the congestion-charging project, which remains set to be introduced in February.

“This is disappointing because we doubt that charging will in fact do much to reduce congestion. Many Londoners are forced to use their cars because they can see no viable alternative. Motorists shouldn’t have to pay yet more – they already contribute in taxes all that is needed for a significantly improved road building programme and a major investment in a revolutionised public transport system,” said Christopher Bullock, IAM Chief Executive.

“People like to use and indeed, many need to use, their cars. The Mayor should find ways to tempt motorists onto a public transport network that gets better every day. In other words, think carrot, not stick, Mr Livingstone.”

Mr Bullock added that he hoped that London’s road safety record will not be affected as motorists try to evade paying the additional charge by “rat running” and parking in residential areas just outside the zone.

TAKE CARE ON "RIDE TO WORK" DAY WARNS THE IAM

Issued 5 June 2002

Scooter commuters who want to mark "Ride to Work Day 2002" by attempting their first wobbly ride to the office next week need to watch out for a new hazard - fellow motorcyclists.

That’s the warning today from the Institute of Advanced Motorists (IAM), who have published a survey of advanced motorcyclists to coincide with the "Ride to Work" initiative on 14 June.

IAM chiefs recently asked their conference delegates representing the IAM's 11,000-plus motorcycling members about the three worst riding errors committed by bikers.

Poor observation of hazards (29 per cent) followed by excessive speed (19 per cent) and incorrect positioning (15 per cent) came top. Dangerous overtaking, tailgating and bad manners also feature in the list of complaints, making up the other 37 per cent.

"We know that car and van drivers have many bad driving faults that pose a significant threat to those on powered two wheelers. But we forget that not every motorcyclist has advanced riding skills. Our survey is a timely reminder for those who see the appeal of two wheels - take care," said IAM Chief Examiner Bryan Lunn.

"As the Department of Transport says, bike related injuries are rising. The best motorcyclists ride defensively so they are less likely to have crashes. And those

tempted by the appeal of 'Ride to Work' day should remember that they have to cope with dangerous motorcyclists as well as all the other road hazards."

Mr Lunn recommended an advanced riding course such as that offered by the IAM for riders considering making the motorcycle part of their everyday journey plan. Further details from the IAM at www.iam.org.uk or phone 020 8996 9600.

Note - The IAM has two publications for new scooter riders: a free [Fact Sheet](#) and an A5 booklet, "[Safer Scootering](#)" at £1.99. Both available from the IAM, telephone 0208 996 9600. The Department of Transport has issued two "Think!" leaflets (detailed on their [THINK! Motorcycles](#) website): "Don't be a statistic: tips for safer motorcycling" and "[Watch out for motorcyclists](#)" which are IAM endorsed.

Jokes:

A Dieter's Psalm

Strict is my diet. I must not want.
It maketh me to lie down at night hungry.
It leadeth me past the confectioners.
It trieth my willpower.
It leadeth me in the paths of alteration for my figure's sake. Yea, though I walk through the aisles of the pastry department,
I will buy no sweet rolls for they are fattening.
The cakes and the pies, they tempt me.
Before me is a table set with green beans and lettuce.
I filleth my stomach with liquids,
My day's quota runneth over.
Surely calorie and weight charts will follow me all the days of my life, And I will dwell in the fear of scales forever.

Some things hopefully to raise a smile or two

- If you want your wife to listen and pay undivided attention to every word you say, talk in your sleep.
- Life with men is like a deck of cards.....
You need a Heart to love them;
a Diamond to marry them;
a Club to beat them;
and a Spade to bury the bodies.
- "The problem with the designated driver program, it's not a desirable job. But if you ever get sucked into doing it, have fun with it. At the end of the night, drop them off at the wrong house." - Jeff Foxworthy
- Actually said in court, taken down word for word by a court reporter.
Q: Can you describe the individual?
A: He was about medium height and had a beard.
Q: Was this a male, or a female?
- Just think, if it weren't for marriage, men would go through life thinking they had no faults at all.
- Marriage is the triumph of imagination over intelligence. Second marriage is the triumph of hope over experience.
- The bride, upon her engagement, went to her mother and said, I've found a man just like father!"
Her mother replied, "So what do you want from me, sympathy?"

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.