



Group 3081



Registered Charity No: 1053330



"The Responsible Motorist"

Newsletter

Affiliated to:



Registered Charity No. 249002

Winter 2004-2005



INTRODUCTION

This is the official publication of the
Wolverhampton Advanced Motorists (W.A.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 our Group or the Institute please contact:

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Group Web Site: W-A-M@fslife.co.uk/index.html
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'
- MONTHLY MEETING DATES ARE BEING CHANGED – SO READ VERY CAREFULLY!
- 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 AND DAY INTO YOUR DIARY – NEWSLETTER COPIES 'RELOCATE' THEMSELVES AFTER A TIME!

12th January 2005

**8pm – “Vehicle Stability”
Talk by Joe Brookes – Group Vice-President**

9th February 2005

**8pm – “Meet your IAM Examiners”
An evening with Mark Wakelam and Paul Hotchkin
- Your chance to ask the questions!!**

9th March 2005

**8pm – “Under the surface”
Talk by Bob Jackson (ex-West Midlands Fire Service)
–Road Transport Laboratory Consultant**

2nd April 2005 - Saturday

**“Skidpan Instruction” - with Police Instructors
Cost: 1½ hours for £39
Contact your Group Secretary – only 12 places available**

13th April 2005

**“The Ambulance Service of today”
Talk by Trevor Ford J.P.**

11th May 2004

- 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.
-
-

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



We are here!

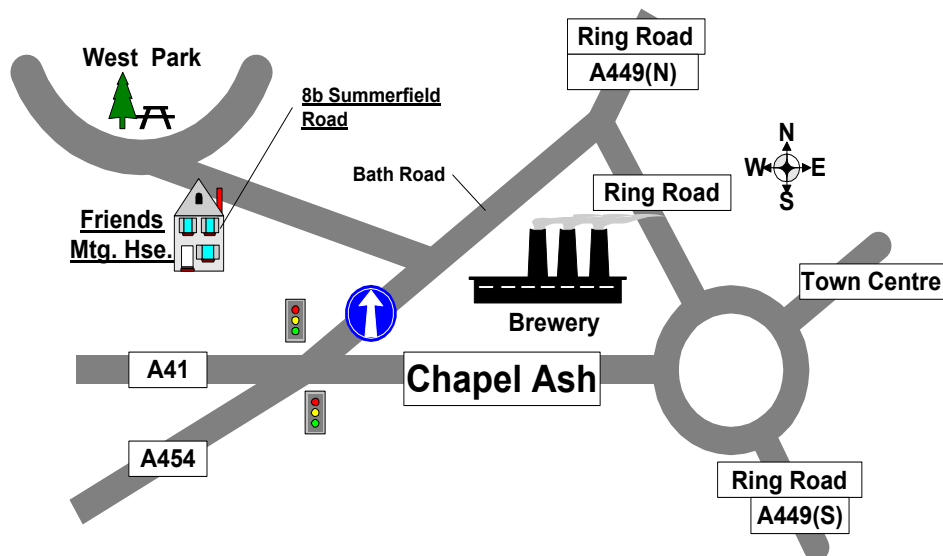
Venue for our Group Monthly Meetings

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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(see – Minutes Secretary)

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(see – Chief Observer)

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(see – Secretary)

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TEST ADMINISTRATOR

(See - Associate Controller)

EVENTS CO-ORDINATOR

(see - Secretary)

PUBLICITY OFFICER

G. Mistry

ADDITIONAL TRUSTEES

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

Happy New Year to you all! It hardly seems a year since I was writing to you for our Winter 2003-2004 issue.

Your Group has continued to help people within our catchment area in becoming advanced drivers. Membership has also increased. I must thank all of your committee and observers for their hard work and time given throughout this last year. I am sure that we will continue in 2005 making our group larger and more robust.

So what has changed over these last 12 months?

The Highway Code – has been updated although retaining much of what continues to be relevant. The most significant change relates to the use of mobile phones and that making calls while driving is now an offence. There are also some minor changes with many more laws being cross-referenced with Highway Code statements. I maintain (and I am sure that our January Speaker, Group Vice President Joe Brooks, supports me on this) that the Highway Code should be read at least once per year. I have found that if I do not periodically re-read it a number of areas become 'hazy'. With a son who is now learning to drive would it not be wrong of me to be unable to answer any questions properly (particularly with me being the chairman of an advanced motorists group)?

The M6 Toll Road – is now 1 year old. I initially thought that I would never want to use it and pay for the privilege too. I have, however, used it on a number of occasions but still baulk at having to pay though. It is a great time saver and in a commercial world where time is money it can be very cost effective.

New Year Resolutions – are made each year at this time. How about making one to give a small amount of your time over this coming year to help your group? If you can, please get in touch with any committee member or me. You can make a difference to your group! Please be aware that, as required by our rules, I have to resign as your Chairman at this coming AGM and that a successor will need to be found for our group to continue.

Attendance at our Monthly Meetings and Events – continues to vary greatly. Could I ask you to enter the Events and meetings posted in this and all newsletters into your diaries and onto your calendars. I am sure that what you will enjoy at these will surpass that that is on the dreaded 'goggle box'!

Ian Fox – Group Observer

It is with sadness that I have to tell you that we have lost one of our valued members. Ian passed away recently. He gave much of his personal time and skills in assisting associates to pass their advanced driving tests. By their success he helped to improve road safety for us all. His skills that he passed on to his associates mean that a little of Ian lives on in them and us all! On behalf of his Group I pass on personal condolences to his families and friends.

Finally, to all of you, your families and friends – best wishes and have a great 2005.

Regards

Paul

From the Editor

Well, it is that time of the year again! I trust that you have all made resolutions that you will keep! **Do be aware - that although the format of this page seems the same there are always some changes that could affect you!**

The requirement for current Group and IAM Membership.

Please keep a close eye on your membership status and their renewal dates. Can you ensure that you complete the Group form that is always part of your newsletter and return it in a timely fashion together with the relevant monies to Mrs. Sue Palmer. Also the IAM form posted to you direct from London.

- Renewal date has passed some time ago – April 1st 2004. (No fooling!!)
- Do be aware that current memberships are a mandatory requirement for all observers.
- As with your annual renewal with IAM London you certify a clean licence or state any endorsements for review prior to any renewal.
- Chasing people costs group money, so please be a 'responsible motorist' in this aspect also!
- **A group membership cut off date of 5th August will have been actioned for those who did not renew.** Should this be ever applicable to you will no longer be a group member, associate member, observer, etc. as appropriate.
- Ensure that you read the modified membership and change in details forms (pages 14 & 15) there have been some important changes to these that may effect you directly.
- Do complete your renewal form with all relevant information so that we can maintain our membership database. This database is for WAM Group use only.

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!

- **Events Organiser** – this position is currently being tried out but we are sure that it will be taken up full time. It is a busy but rewarding position. The person who filling this place will have the full support of the committee together with their help and knowledge of past events and talks to draw upon. At no time will you be thrown in at the deep end.
- **Committee Members** – there are places for those of any type of membership. You will still contribute to meetings and the group. Your ideas and personal skills may be just what we need.

Your Group Newsletter:

What is still missing from it? Contributions from anybody other than your committee! 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. *We are planning a changed format Newsletter (hopefully with the first issue next year) in order to get your attention and to reduce overall costs. Is there any aspect that enough of you would like me to include or indeed delete?*

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 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 next Issue is – Saturday March 19th 2005.**

Tony Robson (robson@jantony.freeseve.co.uk – see Committee Contacts page also)

From your Chief Observer

Driving Home in Misty Conditions

Whilst driving home the other evening, visibility was reduced due to the misty conditions. Yes, it was mist and not fog; I was able to see vehicles ahead, well in excess of 100 meters! Even so, several motorists were using their high intensity rear fog lights while driving along in a line of vehicles. Being aware of the mist, they had put their high intensity rear lights on when visibility had become impaired, but without considering the density of the prevailing conditions, had left the rear fog lights switched on.

Mist and Fog - Definition

It appears the difference between mist and fog is density. Fog is denser so contains more water droplets than mist. Usually, visibility needs to be less than 200 meters before it is classed as fog. Other bad conditions could include storms and heavy rain, albeit that the latter usually only last a short period of time but could make driving very difficult.

When travelling in adverse conditions, to use the high intensity rear lights is good when your vehicle is the only one on that stretch of road, or if you are travelling at the end of a line of vehicles. But, if the situation were to change, for example, a vehicle travelling faster in the same direction would need to slow down as they approached the line of vehicles ahead, would probably experience dazzle from the bright red fog lights. Or, if you were to seize the opportunity to overtake you should consider switching off the rear fog lights, as you move along the line of vehicles.

To leave the bright red lights illuminated may cause a distraction, especially if they are close to the brake lights in the lighting cluster, as there may be a delay in following motorists reacting to your brake lights. Apart from the normal rear lights, which have a 5w bulb, the other lights are likely to be 21w bulbs, which are bright for continuous use.

Another area where frequent use of the mirrors is important – whenever someone is travelling faster in the same lane slows to your speed, consider switching off the rear fog lights - it would be courteous.

It appears to me that some motorists may be 'doing the right thing' when conditions are poor, but when conditions ease, they may *forget* to consider following motorists, even though there is likely to be a warning light illuminated on the dashboard, probably brighter than some other warning lights.

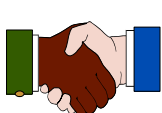
Observer and Associate Nights

These are being planned for 2005. If you are either an observer or associate you will be expected to attend on the relevant evening sessions.

So, **well done** to both associates and observers.

Be vigilant – take care – drive safely!

Geoff Davis
Chief Observer (Cars)



Welcome - and Congratulations !



New Members

Welcome to: -

Car Associate:

Joy Hudspeth
Richard Whelan
Daniel Bell
Nick Greenfield
Robert Gill

Wolverhampton
Wolverhampton
Cosford
Cosford
Perton

Tim Morris
Andrew Jones
Derek Partridge
Richard Gibbons
Rakesh Raj Sharma

Dudley
Cosford
Swindon
Wombourne
Oldbury

Advanced Test Passes

Congratulations to: -

Car:

Stephen Dalloway
Peter O'Farrell
John McHale
Dr. Taha Wanas
Nick Greenfield

Observer:

Richard Lloyd-Jones
Garth Jones
Richard Lloyd-Jones
Dave Cooper
Andy Collins

Car:

Doug Jones
Kurt Dreslin
Craig Taylor
Olwen Cadman
Sam Timmis

Observer:

James Whalen
Bill Goodreds
James Whalen
Graham Foulkes
Graham Foulkes

Motorcycle:

Fred Chance

Dave Cooper

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! This is 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 Advanced Motorists



(Group 3081)
(Registered Charity No. 1053330)

Group Secretary:
Mr. G. Jones
P.O. Box 3264
Wolverhampton
West Midlands WV8 2YL
Tel: 07786.086277

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 £85.00 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.

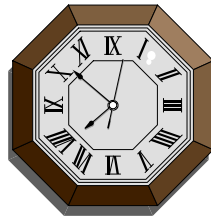
An appointment for the Test is made via the Group and the I.A.M. London, with a local Examiner who is a Police Advanced Driver. The test takes one and a half hours and covers about thirty-five miles. All types of road are involved and it includes parking and slow manoeuvres. All of this will have been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

The first years membership of the IAM (£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)	£85
<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).▪ New members are required to complete the form opposite when applying for membership.	
ASSOCIATE MEMBERSHIP RENEWAL:	£12
FULL MEMBERSHIP: (Effective 1 st April)	£12
FAMILY/JOINT MEMBERSHIP:	
▪ (2 <u>FULL</u> members at the same address - (Effective 1 st April))	£18



'Membership Renewal' Time – 1st April, 2005

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 £12 (£18 for Family / Joint Full Members).
- If you are an **ASSOCIATE MEMBER** - renewing for the current year the fee due is £12.
- **ALL MEMBERS** – please note applicable fees and effective dates listed above.
- **THE FORM OPPOSITE SHOULD BE COMPLETED** – and accompany all membership application / renewals, as failure to do so may result in your membership being delayed.
- **A GROUP MEMBERSHIP CUT OFF DATE OF 5TH AUGUST - will be actioned for those who have not renewed.** This will happen each year for those not renewing in a timely fashion.

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

- Mrs. Sue Palmer
7 Walhouse Drive
Penkridge
Staffs ST19 5SP

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

- **Your London Membership is required 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



**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 (incl. for any disabilities).....

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 ENROLMENT FEE: - for Car / Motorcycle / Commercial / Mini-Bus:..... £85
(This includes: - 'The Highway Code' and [I.A.M. publication]'How to Pass your Advanced Test')

FULL MEMBERSHIP FEE: - £12.00 Group Membership No. IAM / Ref. No.

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

- Do you have any current convictions on your driving documents? *Yes / No
 - Are you registered disabled? *Yes / No
- (If yes to either please give brief details below or separately, including dates, etc.)

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). I will advise the Group Officers directly in writing of any / all changes both in the foregoing detail and my driving documents. 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. I accept the current IAM and WAM Group Rules.

Signed: Date:

Cars/Commercial/Mini-Bus/Motorcycle:

Please forward Moneys and this completed form to: Mrs. Sue Palmer, 7, Walhouse Drive, Penkridge, ST19 5SP

How did you hear about the IAM?

**Delete as applicable*

CHANGE IN MEMBERSHIP DETAILS AND / OF DRIVING DOCUMENTS

Membership Category:

- *Car / Motorcycle / Mini-bus / Commercial.
 - *Associate / Full Member / Observer.
- (* Delete as applicable)

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

Address:

..... **Postcode:**

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

IAM Membership No: **Group Membership No:**

• **Changes:**

- To driving documents.
- Of other relevant detail.

PLEASE COMPLETE AND RETURN TO:

Mrs. Sue Palmer
7 Walhouse Drive
Penkridge
Staffs ST19 5SP

OBSERVED RUNS / RIDES AND PRE-TESTS

All Full and Associate Members – Please note – a valid Group Membership card must be produced upon request. Should your card not be produced or be invalid for any reason, that particular activity cannot take place.

DO REMEMBER –

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. This recommendation will come from you having demonstrated the standard that we expect of you to pass – however – it will still depend on your driving on the actual day of your IAM test with an IAM Examiner. Do continue your observed runs up to your actual IAM Test Drive!

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 Chief Observer know as soon as possible. This allows us to say well done - and - also to free your observer for any waiting associate.

Observers

– tell your Chief Observer when your associate passes – he would much rather be told twice than not at all!

Geoff Davis – Chief Observer

Committee Personal Profiles

At a recent Committee meeting one of our members came up with the idea that it might be of interest if we were to share with the Group a little about each of ourselves who are part of your present committee.

As Secretary, Garth has ‘volunteered’ to be next!

Personal Profile – Garth Jones

Currently- I am Group Secretary and a Senior Observer. My previous roles have been - Chairman, Associate Controller, Minutes Secretary, Newsletter Editor, Publicity Officer. Age: 51. Length of time in Group: 14 years.

I’m a Shropshire lad, my dad called my first car ‘a tank’ but really it was a black VW Beetle 1300, hot in the summer! I recall my concerns about having a radio fitted as a possible cause of loss of attention. How long is the in-car entertainment list now?

I’m a maths graduate and have been a teacher for 26 years in Primary, Middle and Secondary Schools. I’ve chosen to be self-employed with an interest in property development.

Locally, a good friend at church recommended that I learn advanced driving, I thought it would be a good activity to do, so I started with re-reading some books in my library. Following the ordinary driving test I bought numerous books in order to self-improve. This included ‘*Roadcraft*’ of 1960, I have updated my copies of this! I was concerned if it meant working on the engine! Another spring passed and when holidaying at a youth hostel in Somerset I read a ‘*Milestones*’ (the Advanced Motorists magazine) in the common room. Again, Nick Szabo reminded me about advanced driving, so I did! Guess who my observer was - Nick!! If we believe something to be important enough, I feel it’s always good to remind friends and colleagues about a great way to make our motoring safer.

I passed the advanced car in 1991, became an observer and joined the committee in 1992 taking on various roles. I took the chance to ride pillion thanks to Joe Brookes with some of our advanced motorcyclists for a day tour. Later I learnt to ride a motorcycle then passed advanced motorcycling in 1994. The following year I passed the IAM test for minibus driving and became a senior observer for car and motorcycle.

Through our Group I took the opportunity to drive on the Staffordshire Police skidpan. Later became a skidpan instructor for the Shropshire Group when they had similar facilities.

With others, I have represented our Group since 1997 on the '*Region 3 Liaison Forum*' and was vice-chairman during 1999-2000. We have learnt how other Groups organise their associates, events, hear of recommended speakers, discuss observer help, etc. I sat with my Observer Nick for a few hours one Sunday in July assessing lorry and van manoeuvres. Later I joined the Wolverhampton Committee of '*Lorry Van Driver of the Year*' 1998-2001 until this competition was closed locally. It was a privilege to see the accuracy and enjoyment that these competitors showed with their vehicles. Since 2000, I have represented the Group on '*Wolverhampton Road Safety*' committees. Recently I have had the enjoyment through the '*Association of Industrial Road Safety Officers*' of learning how some organisations involve road safety nationally and internationally, together with European implications!

I am open to interesting new ideas, presentations, etc and try to apply my knowledge and skills to the benefit of all I meet, as the committee members know to their cost! As a Group we have benefited with speakers from all of the above contacts!

My wife has met numerous associates over the years and probably spoken with many more making first contact by phone! Without her help my efforts would be much weaker. It's been our pleasure for our son Doug, to learn to drive, experience time on the skidpan, pass the Advanced Driving Test and start University all in this year.

So that's a bit about me so look out in the next issue for your next Committee member!

Letters

Dear Editor,

I write this email in thanks for what I consider to be an invaluable experience. Today the 21st July 2004, I passed the advanced driving test travelling on all types of roads with the best of the temperamental British Weather.

My best thanks to my Observer James Whalen whose constructive comments and many years driving experience have improved my driving standards to the level required for the Institute of Advanced Motorists.

Best regards.

Craige Taylor

PS. Please can you advise me as to how the renewal system operates, as I cannot recall exactly when my associate membership began in 2003.

Thanks again

[Editor: My apologies, Craige, for not including this letter in our last issue but that copy was sealed for printing at that time. Renewal of membership is as the centre gold pages of your newsletters. If you have any other query please contact the Membership Secretary or failing that any other committee member.)

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 LEADS NEW MOVE TO REDUCE YOUNG LIVES LOST TO "DAYLIGHT ROBBERY"

Issued: 31 October 2004

Children dying in the road crashes that follow the clocks going back every October are at the centre of a new move by road safety campaigners to change the daylight regime.

Concerns of IAM Council member and broadcaster Nick Ross have prompted a letter from safety campaigners seeking a commitment to review the policy.

Ross argues that tourism, leisure and sporting organisations generally support a move to Single/Double Summer time, but the main benefit will be fewer child casualties on dark roads.

Now campaigners are calling on politicians in all the main UK parties to change the current regime, because there are more accidents in the afternoon rush hour than in the morning.

"Motorists are tired after a day's work and concentration levels are lower," said Mr Ross.

"We expect politicians to take responsibility for the current needless loss of young lives. Doing nothing is not an option."

"Given the hysteria over false health scares like MMR it is little less than sensational humbug that we deliberately kill roughly 100 children every year. Let's hope that this year is the last that we put the clocks back in this way."

The move would also put the UK into the central European Time Zone. Although there may be more casualties in the morning during the winter, these would be outweighed by the reduction in casualties due to an extra hour of daylight in the evening, so producing a net reduction.

Estimates vary, but numerous reports have looked at the extent of the casualties. In 2002, pedestrian deaths and serious injuries rose from 759 in October to 851 in November.

AN OPPORTUNITY TO CHANGE BRITISH SUMMER TIME AND SAVE YOUNG LIVES WITH YOUR MANIFESTO

Content of Letter from IAM Chief Executive Christopher Bullock to politicians:

The Prime Minister made clear his personal commitment to reducing child pedestrian casualties when he launched Tomorrow=92s Roads =AD Safer for Everyone in March 2000.

The higher target for reduction in young casualties was needed since, against international comparatives, this is one area where the UK record is poor.

Every autumn, when the clocks go back and sunset is that much earlier, there is a rise in the road casualty rate which is well documented. Estimates vary but the evidence all shows that hundreds of young people are killed or injured on the roads as a result.

As a manifesto commitment, is your party prepared to instigate a positive review of British Summer Time with a view to reducing the number of deaths and injuries on the road?

We appreciate that this is not a new subject for debate and that the Government (in the shape of the DTI) has been keeping the BST policy under review for some time. But overwhelming research, including that of the Transport Research Laboratory*, points to the fact that Single/Double Summer Time (SDST)** would reduce the number of people killed on the roads.

In the past, economic arguments have been used to counter the potential road safety benefits. However some of those factors will have reduced in importance and indeed there may be some new economic and social

benefits to be gained from SDST. For example its adoption would put Britain into the Central European Time Zone along with the majority of European countries.

We as a group do not believe that any political party would wish to forgo the opportunity to save young lives for the sake of commissioning the positive review now needed.

We would be grateful for an early response given the media attention which will be given to the end of this year=92s summer time.

Christopher T Bullock
IAM Chief Executive

On behalf of: Brake, PACTS, RAC Foundation, RoSPA, Transport for London and the IAM itself.

* TRRL, LF213 in 1970 and TRRL 228 in 1989

** Single/ Double Summer Time (SDST) would mean that the clocks would still be advanced in March and put back in October each year but during winter, time would be GMT + 1 and during summer, time would be GMT + 2.=20

IAM Fact Sheet 17/001

SHARING THE ROAD WITH CYCLISTS

Cyclists all travel at different speeds and have different levels of road experience. As a driver, you will need to take care to judge their speed as well as the road and weather conditions from the cyclist's point of view. Remember too that some cyclists, particularly younger ones, have never driven a car, and so don't recognise the problems that they can cause car drivers. In an accident involving a car and a cyclist, whoever is to blame the cyclist will always be the more vulnerable to a serious injury. The following tips for motorists have been prepared with the National Cycling Strategy Board to avoid adding to the 2,500 cyclists killed or seriously injured each year.

Cyclists don't have steel armour round them like we do. Passing them at speed within a foot of their elbow may feel perfectly safe from where you are, but it is very disconcerting when you are the cyclist.

Sounding your horn when you are close will startle them, maybe into swerving in front of you. They will usually be aware of you already! Slow down around cyclists and drive smoothly. Keep within the speed limit.

In traffic, make sure that you don't cut up a cyclist who is about to pass you on the near side. Don't try to cut across a cyclist when you need to turn left at a junction. Wait behind the cyclist until the cyclist has either turned left or passed the junction.

Park with care and prevent any passengers from opening a door until you are sure that there is no cyclist coming up on either side. Likewise, check over your shoulder to see there is no cyclist approaching before opening the driver's door.

Cyclists are advised to take a prominent position in the road well ahead of any manoeuvre to ensure they are in the right place at the right time. If they ride in the middle of the road it is probably not to obstruct your path, but to ensure that they are seen by you and by other motorists. Cyclists often ride at some distance from the kerb to avoid drains and potholes and to discourage motorists from squeezing them on narrow roads. It is not in their interest to delay motorists deliberately. Remember too that their ability to signal is limited compared to ours, so try to anticipate what they might do from the position they have taken on the road. Please be patient.

Advanced stop lines are for cyclists alone and should be respected, so leave the space between the two sets of stop lines empty, whether or not cyclists are occupying it when you arrive. Be aware of where cycle lanes terminate, because this often means road space is more scarce and that in turn can make a cyclist more vulnerable.

Give young riders even more space than older ones; both old and young riders may swerve suddenly to avoid debris or potholes, but young people are more prone to forget your presence when they do.

Remember to use all your mirrors with extra care before changing direction when there are cyclists about. There might be a cyclist in your blind spot. Pay particular attention on roundabouts, as many accidents to cyclists happen at these junctions. Always signal at roundabouts.

Finally, every motorist has seen some irresponsible cyclists use the pavement, road and zebra crossings, seemingly at random. This is not only dangerous for pedestrians but unlawful, and the police can and do issue penalty notices for such offences. The police take a serious view of such careless or dangerous cycling, particularly when it puts other road users at risk. Responsible motorists give such irresponsible cyclists a wide berth.

TOP BIKER TO JOIN IAM COUNCIL

Issued: 16 November 2004

The founder of East London Advanced Motorcyclists (ELAM) Paul Gillett has joined the Council of the Institute of Advanced Motorists as the Divisional Council Member representing the South East of England. Paul, 53, from South Woodford in Essex, has a long history as an advanced motorcyclist.

He has been motorcycling since 1968, on all manner of two-wheelers from scooters to Japanese sports bikes. Appropriately enough, Paul uses his bike to commute from Woodford to Westminster where he works at the Department for Transport, developing their Information Systems strategy.

Paul joins IAM Council members such as BBC TV presenter Nick Ross and former London Mayoral candidate Steve Norris.

"I enjoy using the bike for touring holidays in Europe – these have included Nordkapp at the top of Norway in the North; Italy in the South; Hungary in the East; Portugal in the West; and most countries in between" said Paul.

"As the Divisional Council Member, I will not only represent motorcyclists on the IAM Council, but also car drivers. The more we can encourage all sorts of road users to take the IAM Test, the safer we can all feel on the road," he added.

Paul is well known in biker circles for cutting a dash in his "dapper dan" leathers which look just like a formal dinner jacket!

This is the latest development for motorcyclists in the IAM, which earlier this year appointed its first full time motorcycle manager, Dave Shenton.

BBC RADIO ONE DJs GIVE ADVANCED DRIVING A SPIN

Issued: Friday 12 November 2004

DJs and producers from BBC Radio One's weekend shows have lined up at Brands Hatch to have their skills at the wheel assessed as part of the Max Driver initiative run by the IAM in partnership with cult lads mag "Max Power".

Timed to coincide with Road Safety Week, six hand picked IAM examiners, under the guidance of Assistant Chief Examiner Steve Mead, took out Wes Butters, Spooky, JK and Joel, Trevor Nelson and Vernon Kay.

After an hour's formal assessment in Seat saloons on roads around Kent, the DJs took to the track with a manoeuvring challenge against the clock at Brand's lower paddock, followed by a three lap "thrill ride" around the famous Brands circuit itself, in Caterhams and a race prepped MG.

TV presenter and DJ Vernon Kay came "top of IAM pops" when examiners compared notes on the DJs performance on road. But Vernon, whose dad is a trucker, only came third overall. When all the marks were in he had to give way to his colleagues JK and Spooky who came first and second respectively in the full assessments.

The DJs all enjoyed the on road element and found it quite an eye opener.

"Now the BBC Radio One weekend crew and their producers have a first hand experience of how Max Driver can reduce the number of crashes that young drivers cause and save them cash on their insurance," said Max Power Editor in Chief John Sootheran. "Too many of our readers, and Radio One listeners, are involved in crashes that need never happen."

Articles

If you are applying for or currently hold car or motorcycle licence (Group 1)

You must tell the Driver and Vehicle Licensing Agency (DVLA) if you have ever had, or currently suffer from, a medical condition that may affect your driving.

Neurological conditions

- epilepsy
- fits or blackouts
- severe and recurrent disabling giddiness
- parkinson's disease
- narcolepsy or cataplexy
- any chronic neurological condition (eg multiple sclerosis, motor neurone disease)
- stroke (with any symptoms lasting longer than 1 month)
- recurrent mini-strokes or TIA's
- brain surgery, brain tumour, severe head injury
- serious memory problems or episodes of confusion

Psychiatric conditions

- any mental ill-health condition (including depression)
- any psychiatric illness requiring hospital admission

Alcohol and drugs

- dependence on or misuse of alcohol in the past three years

Vision problems

- any visual condition which affects both eyes (not including short or long sight or colour blindness)
- any visual condition which affects remaining eye, if sight in one eye only (not including short or long sight or colour blindness)

Diabetes

- diabetes controlled by tablets (with another relevant condition - eg retinopathy)
- diabetes controlled by insulin

Heart conditions

- angina (heart pain) brought on by driving
- implanted pacemaker
- disturbance of heart rhythm significant to cause dizziness, collapse or loss of consciousness
- any other heart condition
- defibrillator implanted

Cancers, tumours and other medical conditions

- cancer - notification of cancer is required only if:
 - you develop problems with your nervous system
 - treatment or weakness prevents normal daily activities
 - medication causes side effects likely to affect safe driving
- amputation, impaired limb function, impairment secondary to medication
- any other medical condition likely to affect ability to safely control a vehicle eg chronic debilitation illness
- behavioural problems eg asperger's syndrome

Sleep disorders or conditions which cause excessive daytime or awake time sleepiness

- sleep apnoea syndrome
- narcolepsy or cataplexy
- any other condition which causes excessive daytime or awake time sleepiness

SPEED CAMERAS IN THE DOCK

[Editor: This article was sent in by Anne Palmer. Many thanks, Anne. It is always nice to hear from you.]

From: Idris Francis <irfrancis@onetel.com>

Subject: Press Release Speed Cameras in the Dock -Motorists' Right to Silence Defence to be heard by ECHR

(Press Release by Safe Speed - Subject: Speed Cameras in the Dock)

Motorists' Right to Silence Defence to be heard by European Court of Human Rights
News: For immediate release

The European Court of Human Rights has accepted eight motorists' applications claiming that S172 of the 1988 Road Traffic Act breaches the right to silence implicit in Article 6 of the European Convention on Human Rights. Given that 90% of applications are rejected at this first stage, this is an important step in a process which, if successful, will make the speed camera system unworkable.

Legal Background

The great majority of speed camera photographs do not identify drivers, and so S172 of the 1988 Road Traffic Act is used to extract confessions by threatening "similar" (but in practice more severe) penalties for failure to do so. Several million fixed and other penalties, and the Safety Camera Partnerships, rely on these forced confessions, under a 2001 Privy Council judgement (Brown v Stott) citing the public interest in road safety as justification for removing the right to silence not only implicit in Article 6 of the European Convention but explicit in centuries of British common law.

The eight applicants claim that evidence obtained under duress should not be admissible in court, and that convictions based on such admissions should be quashed, as should penalties imposed for failing to identify the driver. The British government has been asked by the European Court of Human Rights to respond to these applications by January 18th and 19th. The applicants will then be able to respond in turn and a court verdict is expected some time in 2006.

Idris Francis, whose case involving a 1938 Alvis Speed 25 received national publicity in 2001/2 comments that: "Contrary to the verdict of the Privy Council, Article 6 of the Convention does not allow the public interest to be cited as justification for breaches of such fundamental rights to a fair trial. Further, casualty data shows that speed cameras act against the public interest, causing more accidents than they prevent, not least because they have been used as an excuse for cuts in more effective police patrols and other measures. The past decade of increasing use of speed cameras has been uniquely dreadful in terms of road fatality trends, while the data presented by the authorities, far from being "robust" as they claim, is seriously flawed, misleading, highly selective, partisan and increasingly dishonest".

Press information distributed by Safe Speed on behalf of Idris Francis

About Safe Speed

The Safe Speed road safety campaign is primarily the work of engineer- turned road safety analyst Paul Smith.

Since setting up Safe Speed in 2001, Paul Smith, 49, an advanced motorist and road safety enthusiast, and a professional engineer of 25 years UK experience, has carried out over 7,000 hours of research into the overall >effects of speed camera policy on UK road safety. We believe that this is more work in more detail than anything carried out by any other organisation. Paul's surprising conclusion is that overall speed cameras make our roads more dangerous. Paul has identified and reported a number of major flaws and false assumptions in the claims made for speed cameras, and the whole "speed kills" system of road safety.

The inescapable conclusion is that we should urgently return to the excellent road safety policies that gave us in the UK the safest roads in the World in the first place. Safe Speed does not campaign against speed limits or appropriate enforcement of motoring laws, but argues vigorously that automated speed enforcement is neither safe nor appropriate.

Safe Speed: web: <http://www.safespeed.org.uk> email : psmith@safespeed.org.uk
Telephone: 01862 832000 Mobile: 07799 045553

AND ON A LIGHTER NOTE –

Actual text out of U.S. Military OERs (Officer Efficiency Reports):

- Not the sharpest knife in the drawer.
- Got into the gene pool while the lifeguard wasn't watching.
- A room temperature IQ..
- Got a full 6-pack, but lacks the plastic thingy to hold it all together.
- A prime candidate for natural de-selection.
- Bright as Alaska in December.
- Gates are down, the lights are flashing, but the train isn't coming
- So dense, light bends around him.
- If brains were taxed, he'd get a rebate.
- If he were any more stupid, he'd have to be watered twice a week.
- Was left on the Tilt-A-Whirl a bit too long as a baby.
- Wheel is turning, but the hamster is dead.

Actual excerpts from Royal Navy and Marines officer fitness reports:

- His men would follow him anywhere, but only out of curiosity.
- I would not breed from this officer.
- He has carried out each and every one of his duties to his entire satisfaction.
- He would be out of his depth in a car park puddle.
- This young lady has delusions of adequacy.
- This medical officer has used my ship to carry his genitals from port to port, and my officers to carry him from bar to bar.
- Since my last report he has reached rock bottom, and has started to dig.
- She sets low personal standards and then consistently fails to achieve them.
- He has the wisdom of youth, and the energy of old age.
- Works well when under constant supervision and cornered like a rat in a trap.
- This man is depriving a village somewhere of an idiot.

GAMES FOR WHEN WE ARE OLDER

1. Sag, You're it.
2. Pin the Toupee on the bald guy.
3. 20 questions shouted into your good ear.
4. Kick the bucket.
5. Red Rover, Red Rover, the nurse says Bend Over.
6. Doc Goose.
7. Simon says something incoherent.

8. Hide and go pee.
9. Spin the Bottle of Mylanta.
10. Musical recliners.

Quick Wit

Marriage is the triumph of imagination over intelligence. Second marriage is the triumph of hope over experience.

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.

ADVERTISEMENT

- This amazing healthy product is nature's silent healer and has been used over thousands of years by African, Asian, N. American natives and more recently Christopher Columbus and Mahatma Gandhi.

- Aloe vera products provides: essential nutrients; reduces inflammation; renovates the immune system; kills bacteria, viruses, fungi, yeasts; and more.

- The plant has mixed 72 natural chemicals which protects and maintains its health. The same mixture is used by humans (athletes, children, Doctors, Vets) and animals! What I like is that only a little drink or lotion is needed each time, so the Aloe Liquid Soap lasts months (473 ml)! The lignin component for topical use opens the skin pores for the goodness to penetrate the skin.

- 'Forever Living Products' grow, stabilise, pack and distribute their products across 100 countries. One type of Aloe Vera (from 200+) is grown in Mexico, Guatemala and Arizona, then uniquely stabilised into their products. The workers benefit with health and wealth.

- The products are available as: Drinks, Lotions, Skin Car & Cosmetics, and Tablets. But none are available through shops.

To order, have more information, or a sample, contact:

Garth 07786-086277
Garth@emailing.freeseve.co.uk

