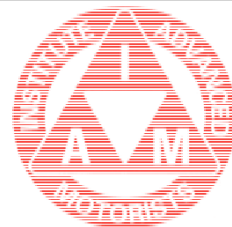


THE RESPONSIBLE MOTORIST



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Special points of interest:

- *Observed Runs / Rides & Pre-tests.*
- *Events & Meetings for you to attend.*
- *Associate responsibilities.*
- *Membership requirements.*
- *IAM Advanced Driving Test.*



Group 3081



Registered Charity No. 1059390

CHAIRMAN'S COMMENT

Welcome to our new format Newsletter and your feedback on it would be much appreciated.

Well unbelievably another year has gone by and it was time for me at the AGM to step down. My thanks to all the Committee who have worked in their usual unsung heroes way to keep this Group what it is today and for the support given to me by them.

As I have been in post for three years it is an IAM suggestion and I feel it is appropriate for someone new to take the helm of our Group for the next few years. However in the event no one else did actually come forward and you kindly elected me again for another 12 months.

I believe it is essential for our Group's future that we have new people becoming involved and helping to run it today, tomorrow and for the future.

There is another anniversary this year and for those of you who may not be aware. 70 years ago, on 16 March 1935 the first person in the UK passed a driving test. Voluntary testing was introduced to avoid a rush of candidates when the test became compulsory for all car drivers on 1 June 1935. Since 1935, over 87 million tests have been conducted in Great Britain.

For the IAM next year marks another significant milestone with the IAM reaching its 50th Anniversary. The Committee would like to hear of your ideas what we as a local Group could and should do to mark this significant event. Please get in touch with any of Committee Member.

Until the next time safe and aware driving.
Kind regards

Paul

MEMBERSHIP RENEWAL

Was due effective April 1st 2005. (Hey, that's - May, June, July - 3 months at least, Kemo Sabe! Quick thinking, Tonto!) During April all full and associate members will have received a mail shot of a membership form, detail sheet, covering letter and an AGM election form. Membership forms have been part of your newsletter for some time and usage has been mixed so we have changed tack to try and get a better and more timely response. Next year the mail shot will be sent Feb-March to try and achieve renewal during April.

AGM 2005 - came and went with the usual few attending, the rest having taken to the hills!

Does this new newsletter format meet with your approval? Constructive comments please - for or against !



EVENTS & MEETINGS

13th July 2005

8pm—"Risk on the Road and Driver Error"

- Talk by - Dr. James Whalen, Road Safety Officer, Dudley.

17th July 2005 (Sunday)

2pm - "Guided tour of the 'National Traffic Control Centre' near M5/J3.

- Free but only 15 places - please contact your Group Secretary.

August

- No meeting.

10th September 2005 (Saturday)

"Police tuition on the Skidpan"

- In rear wheel and front wheel drive cars also

one with ABS. Only 12 places are available at £40 per person for 1½ hours. Please book promptly through your Group Secretary - as places go very quickly!

14th September 2005

8pm - "Hazardous Chemicals in Transport"

- Talk by Tim Morris.

12th October 2005

8pm - "Developing Wolverhampton's Highway Network"

- Talk by John Partridge & Lydia Barnstable, Traffic Management & Road Safety, Wolverhampton City Council.

9th November 2005

8pm - "MOT computerisation project & Electronic Licensing"

- Talk by Mike Brown, Computerisation Project, Vehicle Inspectorate.

December

- No meeting.

Please note

• *All dates are 'Wednesday'* - unless otherwise stated. Do read the dates carefully.

• *Our venue* — is at the 'Friends Meeting House' in Wolverhampton—see the map on the last page.

COMMITTEE PERSONAL PROFILES - GRAHAM FOULKES (GROUP TREASURER)

As well as Treasurer I am also an Observer. I took my IAM test in 1988 under the expert guidance of Bob Gilmour. In 1989 I joined your Committee taking up the role of Treasurer in 1990.

I was born in Dudley in 1933 and following attendance at the Wednesbury & Dudley Technical Colleges I started work in 1950 in the business at the Patent Borax Co. Ltd. Where we manufactured soaps, detergents, borax products and other cleansing materials. So after 45 years there I retired in 1995.

My other interests include dinghy sailing (though not so much these days), gardening, music of all types but particularly traditional jazz, and also playing the saxophone and clarinet - to a limited extent.

I thoroughly enjoy all aspects of Group membership and the meeting of all people connected to it. My greatest satisfaction is when my latest associate passes their IAM test.

"Skill for Life?"

OBSERVED RUNS / RIDES AND PRE-TESTS

Full and Associate Members—please note - that a valid Group Membership card must be produced upon request. Failure to do so or that the card is invalid, that particular activity will not 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. *Within 2-3 weeks* - an Examiner will contact you with a date and time for your actual test.

After taking your test - please let your Observer and Chief Observer know of the result as soon as possible. This allows us to say well done — and to free your Observer for any waiting Associate.

Observers— tell your Chief Observer when your Associate passes—as I would much rather be told twice than not at all!

Geoff Davis—Chief Observer



FROM YOUR CHIEF OBSERVER

SPEED LIMITS AND OVERTAKING

Now that some better weather has arrived, it may be enough to encourage drivers to travel further. For example: a weekend away. The journey may be along a road, which you have travelled several times over the years, but perhaps not that frequently. In a relatively short space of time, new 'traffic calming measures' could have been introduced, as has happened locally. An option may well be the reduction of speed limits over a short stretch of road, as it passes through a village or where there is a small urban area. Speed cameras or perhaps mobile cameras may well accompany the reduction of the speed limit, along with speed camera warning signs.

These days, it is becoming more important to know what the area speed limit is and *ideally*, to keep within it; by virtually constantly checking the speedometer to keep check of how fast you're travelling. By keeping to the speed limit, especially in a 30 or 40mph area, you may well cause a build-up of traffic for a short period of time. (Also true when travelling on a motorway at up to 70mph!). On occasions when I overtake a vehicle I have been following for a while, I am aware of the distinct possibility that the overtaken vehicle will catch me up at the next traffic jam. Perhaps some slow moving vehicles, a set of traffic lights or cross-roads as I wait until I am able to continue my journey.

A few days ago whilst driving along a country lane, a large tractor, pulling a large twin axle trailer turned left from a farm track onto the road ahead of me. At that particular time the road wasn't of sufficient width to contemplate overtaking, so I followed at a reasonable distance. I noticed in the mirrors that two cars travelling in the same direction had slowed to follow at about 25-30 mph. Before long, the road widened for a short distance: the cars quickly overtook myself and the tractor and trailer. By now, I had missed the window of opportunity for overtaking, but as I hadn't any need to be anywhere by any set time, I followed until the tractor turned off. In total, following the tractor and trailer only lasted a few minutes - the delay was minimal and so was the risk.

When travelling on unfamiliar roads, especially on roads with restricted views, i.e. high hedges and bends, not to overtake to maintain speed, at least, not until the road allows greater vision and maybe becomes wider allowing for a safer overtake. Around the next bend, there may be a junction, where a vehicle is about to join the road. The driver checks both directions before continuing his journey: the road was clear. As you are driving fast/quickly, are you able to react to the slow moving vehicle ahead, just round the next corner? Can you stop in the distance you can see to be clear? The situation may be made more difficult by approaching vehicles, preventing you from overtaking.

Travelling behind a vehicle going a little slower: this driver may be looking for a particular street, or a particular property, so they will not be making the same progress as another driver who is using the road to commute from A to B. The slower driver may be aware of local hazards, including road works or cameras situated further along the road. Travelling *briskly*, trying to make some time up, after earlier delays, you may be travelling too quickly to avoid the consequences of a double camera flash from a hidden camera.

According to a recent edition of the Express & Star newspaper, state-of-the-art electronic signs are due to be installed near accident black spots across the West Midlands. Costing more than £70,000 these signs flash the speed, along with the message 'slow down'. These signs detect speed and if you're travelling much above the limit, the sign will flash the speed limit. It may not be too big a jump for these signs to be fitted with a camera to emphasise the speed limit with a fine.

Be vigilant-take care-drive safely! **Geoff Davis - Chief Observer (Cars)**

*"Skill for Life
Could that also be for
Skills are for a life?"*

ASSOCIATE RESPONSIBILITIES

• **Keep in touch with your Observer**—it is your responsibility to do so.

• **If you cannot keep an appointment**—tell your observer. 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.

• **If you do not keep in touch with your observer**—it will be assumed that you no longer wish to continue and your observer will be assigned to another associate. Our observers and their time are a scarce commodity so we have to make best use of them.

• **Successful pre-test**

runs—still means that you continue your observed runs right up to the actual test. Do not go off the boil!

• **When you pass your test**—let us know via your observer so that all the group can celebrate your success.



CITY PRESS RELEASE: COUNCILLOR APPOINTED TO PARLIAMENTARY TRANSPORT SAFETY COUNCIL

A senior Wolverhampton councillor has been appointed to serve on an influential Parliamentary pressure group on transport safety.

Blakenhall councillor and former Mayoress Judith Rowley has been made trustee of the Parliamentary Advisory Council for Transport Safety (PACTS). PACTS, a registered charity, has the objective of promoting all forms of transport safety to protect human life, and advises Members of parliament and civil servants on transport safety issues.

Councillor Rowley comes from a background of extensive experience of issues on the transport agenda. She is past chair of the city's Road Safety Forum, and represents Wolverhampton on the West Midlands Passenger Transport Authority. She is also an individual member of the national Women's Transport Network and the Institute of Advanced Motorists.

'The Board of Directors of PACTS were looking for a new trustee who could offer a local government perspective of transport safety, and I am delighted to have been appointed' said Councillor Rowley. 'I look forward to taking on this new challenge.'

Cllr. Judith Rowley (19/11/2004)

[Editor: Regretfully this just missed our winter issue. Judith is one of our Vice Presidents, a group founder member and also Group Secretary for many years.]

LETTERS

Dear Editor,

I began preparing for the Advanced Driving Test in November 2004, and I'm delighted to inform everyone that on 27 February 2005, I successfully passed the Test. I would like to thank the following:

- Roy Richards, my Observer, for all the excellent advice and guidance he has provided, to improve my driving to the required Advanced Standard.
- Geoff Davies, Senior Observer, for the advice and tips he provided during my pre-test drive.
- Mark Wakelam, Test Examiner, for taking the time to carry out the test, and the very interesting chat we had about 'old' Ford motor cars!

I would also like to take this opportunity to offer a few works of advice for Associates that are preparing themselves for the advanced test.

My test took place a few days after the freak snowfall in February 2005. As a result, the road conditions for my test were far from ideal – in actual fact, only days before the test, I actually wondered if the test might have to be postponed! During the test, I was asked to drive along some winding country lanes, and due to the weather conditions, many parts of these lanes had mud on the road, as well as surface water. On certain parts of the road I felt it unsafe to travel at the national speed limit (60mph), and I communicated this to the examiner when it was applicable.

At the end of the test, the examiner praised me for explaining the reason why I was driving at a reduced speed, and was pleased that I had interpreted the road conditions correctly and adjusted my speed accordingly, and was not afraid of 'driving too slow'.

So if you find yourself in a similar situation, explain to the observer/examiner why you have reduced your speed to suit the road conditions. It might be obvious to you, but it might not be obvious to the observer/examiner.

The key point I wanted to get across is that the speed limit is a LIMIT – a maximum speed for a given section of road. It does not necessarily mean that you should travel at that speed, and it will be safe for you to do so.

Until next time.... safe driving.

Rak Sharma B.Sc.(Hons) MIEE
Oldbury.

*"Skills are for a Life
.... Yours, those of
your families and*



Dear Editor,

I would like to express my thanks for all the invaluable assistance of my observer Geoff Tonks and my chief observer Geoff Davies as today, Sunday 12th June 2005 I passed the advance driving test.

Once again many thanks for the experience.

Best Regards
Michael Jeffs

GROUP VIDEOS

Are available on loan for all associates, members and observers to use.

These are good reminders and an introduction to advanced driving / riding for all.

They can be got from your Group Secretary on any Meeting night and returned by the next meeting.

- System of car control.
- Old Highway Code.
- New Highway Code.
- Positive driving.
- Chris Johnson Fund.
- Safe Motorway Driving.
- Roadcraft.
- Horse sense for Motorists.
- Aggressive & bad driving.
- Sharing the road with Emergency Vehicles.
- You only live once.
- Driveability.
- Drive without fear.
- 3 Simple life savers.
- Skid Pan.
- Top Rider.
- I just didn't see you.

SKIDPAN DRIVING

If you ever want to know what to do: -

- When a skid happens.
- To control a skid.
- When in rear wheel and front wheel drive cars.
- To learn and practice cadence braking and much more.

Contact: Your Group Secretary - to see about the next session. Look on the Events and Meetings page there might be one about to take place.

IAM NEWS RELEASES

DRIVE & SURVIVE ACQUIRED BY THE IAM (Issued 16th March 2005)

The business and assets of leading fleet risk management provider Drive & Survive have been acquired by the IAM (Institute of Advanced Motorists). "We are pleased to be part of Drive & Survive's future," said Christopher Bullock, IAM Chief Executive. "It has a deserved reputation for innovative and highly effective risk management solutions, and fits comfortably with our new strategy and objectives. Drive & Survive already makes a major contribution to road safety as one of the leading providers of risk management and driver training for those who drive as part of their work."

Though under the IAM umbrella, Drive & Survive will continue to operate as an autonomous business from new premises in Oxfordshire.

"The acquisition of Drive & Survive also includes all the equipment to deliver its specialist off road driver training courses," Christopher Bullock continued. "In fact, now that Drive & Survive is part of the IAM, there will be the flexibility to deliver these in a number of locations in the UK."

Drive & Survive has been providing qualified driver training since 1985, and now provides fleet safety audits, online risk assessments, E-Learning, group seminars, on-road advanced driver training and all the supporting materials needed to assist fleets in reducing their exposure to road risk. The company has won Fleet Excellence Awards for Fleet Driver Training on eight occasions in the past 11 years, is Driving Standards Agency approved and has Investors in People accreditation.

*"Skills are for a
Life ...and the general
public*



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.

*"Skills are for a Life
.... through your
driving ... so*



FROM THE

As you will see we have pruned down your newsletter somewhat to keep our group costs down and still keep everybody up to speed.

Help required.

Please search your diaries for blank spaces and for things that are of low priority that can be deleted or put back. Your group needs help in order to keep going. Why not give something back against all that you have gained from becoming an advanced driver? How? Easy, become a committee member or an observer.

Requirements for current Group and IAM membership.

Please keep a close eye on the status of both of these! Do ensure that you complete the Group form with each Group renewal

and/or change in detail and send them together with the correct monies in a timely fashion to our Membership Secretary. Also the IAM form from London HQ which you send back to them.

- **Group renewal date** is **April 1st** each year!
- **Current memberships** are a mandatory requirement for all observers.
- **Timely renewals**—are a must. Those not renewing on time will cease to be a group member, associate, observer, etc.
- **Please complete your membership renewal forms**—with all relevant detail so that we can maintain our group files.

What is missing from your Newsletter?

To a great degree—contributions from you! I get little or nothing from you.

EDITOR

Your newsletter does not appear like magic! (Doesn't this fellow ever shut up?). Do send your letters, articles, etc. to me preferably on a disc or as an attached file on an e-mail in an MS Office program format but hard copy will do if you do not have a computer. My contact details are in the column to the right.

Should your input not be part of the next issue rest assured that it does go on file and will be used.

CLOSING DATE FOR YOUR NEXT ISSUE:

- is 17th September 2005

Tony Robson - Editor.

Committee & Trustees

- **President**
Bill Goodreds
- **Vice Presidents**
Joe Brooks
Judith Rowley
- **Chairman**
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(see C/Obs. Cars)
- **Chief Observer-M/c's**
(see - Secretary)
- **Test Administrator** (see - Associate Ctrlr.)
- **Events Coordinator**
(see - Secretary)
- **Publicity Officer**
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01922.626202
- **Additional Trustees**
George Clarke
Kurt Dreslin
Richard Whelan

MEMBERSHIP

Data Protection

(Data Protection Act 1984) Details are kept on file for all of our Members, Associates, Region and IAM HQ contacts in order that we may print address labels and perform other necessary administration tasks. If you object to any of this information being kept on file please inform the Group Membership Secretary in writing. Such information held will only be used by the Group and will not be passed on to other bodies or organisations.

Group Membership Fees

- **Associate Membership** £85 ('Skill for Life')
- **Associate Membership Renewal** - £12
- **Full Membership** (effective each 1st April) - £12
- **Family / Joint Membership** (2 Full members at the same address—effective

each 1st April) - £18

- **Cheques** - please forward them (payable to 'W.A.M.' with your Group Membership number on the back) together with your completed form to:

• Tony Robson
133 Elston Hall Lane
Bushbury
Wolverhampton
WV10 9HD

Associate Membership

- **Upon joining usually as part of the IAM 'Skill for Life' program.** Within this program you get the cost of your Advanced Test and your 1st years IAM and group memberships (the latter being refunded should you not pass the test).
- **Literature** - is part of this package and comprises 'Passing your Advanced Driving / Motorcycle Test'

and 'The Highway Code'

- **Guidance** - from the group Observer assigned to you up to the day of your advanced test. This also requires a successful pre-test run/ride with a Senior Observer before a recommendation to apply for the IAM Advanced Test can be given.

• **New Members** - are required to complete the Group Membership Form which will be sent to you upon contacting our Group.

Full Members - please note

- **London Membership** - is required in addition to that of your Group.
- **If your are a Group Observer** - you must be a fully paid up member of both.



Group 3081



Registered Charity No. 1053330

GROUP MAIN CONTACT:

Wolverhampton Advanced Motorists
Group Secretary
P.O. Box 3264
Wolverhampton

Phone: 07786.086277

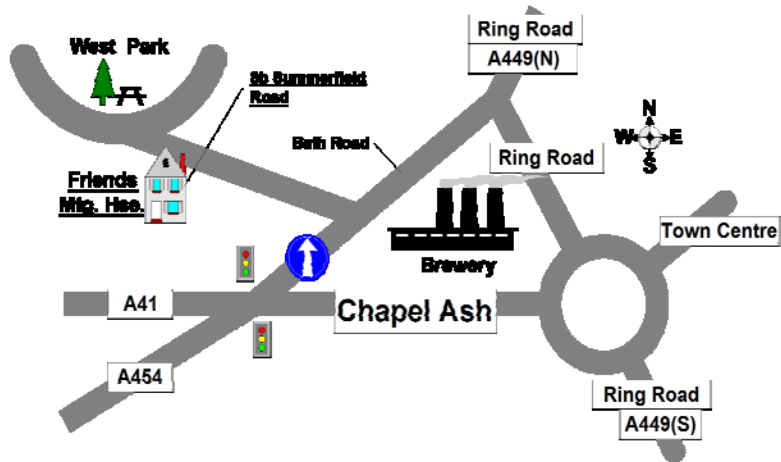
Email: secretary@wam3081.wanadoo.co.uk

'Skills for Life.'



**Wolverhampton
Advanced Motorists**
Group: 3081
Registered Charity:
1053330

*"...Are you a
'responsible motorist'?
Skill for life, Skills for a
life are our
responsibilities - so use
them 24/7"*



VENUE FOR OUR GROUP 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. The 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. Taking the Ring Road (northbound) from the Chapel Ash roundabout you need to turn first left into Bath Road then second right into Summerfield Road. For other approaches see your 'A-Z'.

NEW ASSOCIATES

Welcome to:

- Melville Grey - Smethwick
- Charlie Catling - Albrighton
- Michael Jeffs - Wolverhampton
- Terry Fellows - Wolverhampton
- Anne Pincher - West Bromwich
- Tim Tidman - Harbourne

TEST PASSES

- Paul Spelman (Obs. Rod Matthews)
- Jason Ayles (Obs. Nigel Packer)
- Rob Gill (Obs. Jeff Tonks)
- Richard Gibbons (Obs. Roy Richards)
- Michael Jeffs (Obs. Jeff Tonks)
- Sam Timmis (Obs. Graham Foulkes)
- David Jasper (Obs. Paul Williamson)
- Candice Assing (Obs. Tony Robson)

congratulations!

Hopefully your next move might be to become an observer yourself to put back in some of what you have received. Added to this you will continue to hone your 'skill for life' by this passing on and guidance.

Well done and

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 contributors.