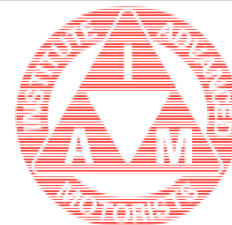


THE RESPONSIBLE MOTORIST



INSIDE THIS ISSUE:

<i>Events and Meetings</i>	2
<i>Personal Profiles</i>	2
<i>From the Chief Observer</i>	3
<i>Wolverhampton Marathon 2005</i>	4
<i>Group Videos / Skidpan Driving</i>	5
<i>IAM News Releases / Facts</i>	5
<i>The Advanced Driving Test</i>	6
<i>From the Editor</i>	7
<i>Membership</i>	7
<i>Committee Listings</i>	7
<i>Venue for Group Meetings</i>	8
<i>New Associates and Test Passes.</i>	8

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

Thank you for your positive feedback on our new format Newsletter and I must at this point thank Tony for the time effort and commitment he put in as his role as our Newsletter editor. Tony on behalf of our Group our many thanks.

In the last issue I was asking for your feedback on ideas for the IAM reaching its 50th Anniversary. What I also should have pointed out that it is more significant for us as a local Group as we reach our 25th Anniversary. Your Committee would really like to hear your ideas of what the Group do to mark this significant event. Please get in touch with any of committee member. The best that I personally have come up with is an open day at the Friends Meeting House followed by a barbecue / party to celebrate what your Group has achieved.

I believe we should set ourselves some group targets say getting 25 or more people through their advanced test . To do 25...will require your active involvement. It would also help to get us to get more recognition by members attending both internal and external events. Even if you can only spare limited time please make a commitment now and put something back in to the Group.

Next year will see some other long standing highway project starting to take shape - the new M42 Motorway active traffic management scheme which is due to start during 2006. With variable speed limit on three lanes starting in January.

Next we would like your feedback again. Recent Group meetings have produced an extremely almost embarrassingly low turn out of Group members. Please put down these meeting dates and come if you can. Perhaps you know of a good appropriate speaker who we could invite to our Group meetings to make them more interesting to you and the membership. We often struggle to find them and a recommendation would be gratefully received.

Finally the IAM has a new logo for next year with a new strap line "Driving Road Safety" in fact next year it is introducing it as the IAM 50 years of Driving Road Safety. So here may be is where you heard it first.

Until the next time safe and aware driving.
Kind regards

Paul

MEMBERSHIP RENEWAL IS A COMMITMENT!

Every few years we get associates who join our group and the IAM, get guidance, pass their test - then leave our group. It is appreciated that we live in a very busy world and spare time to attend to all our needs and interests is extremely difficult if not impossible. In other parts of your newsletters we suggest that passing your advanced test may well be just one of many steps that you could take. We value the interest you took in road safety and continue to take through your daily driving. If you cannot support the group via attending meetings and events - how about being an observer, contributing to the newsletter, spreading the advantages of being an advanced driver / rider, etc. Even if you just encourage others to become advanced drivers / riders it helps. However if you could renew membership each it would help others to run the group and continue our commitment to road safety.



Group 3081



Registered Charity No: 1089320

EVENTS & MEETINGS

9th November 2005

8pm - "MOT computerisation project & Electronic Licensing"

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

December 2005

- No meeting.

11th January 2006

8 pm - "The Metro System"

- Talk by Chris Chatfield - Centro-Metro Project Manager.

8th February

8 pm - "Examiners Night"

- IAM Examiner - Mark Wakelam - Your chance to test the examiners!

8 pm - "Licensing - A Guide about Taxis, Pubs & Clubs"

- Talk by Mark Wakelam - West Midlands Police.

25th March (Saturday)

"Skidpan Tuition"

- 1½ hours on a skidpan in RWD, FWD, ABS, etc.

- £40 each

- Limited places so contact your group Secretary quickly!

12th April

8 pm - "Advanced Motoring"

Talk by John Bagley - Staffordshire Police Driving School.

10th May

8 pm - "A.G.M."

All full & associate members - are requested to attend this meeting. Your commitment to Road safety and your Group is required!

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.

8th March

COMMITTEE PERSONAL PROFILES - BILL GOODREDS (GROUP PRESIDENT)

I was born in 1920, educated in Dudley at what is now Sir Gilbert Claughton Grammar School and left at 15 to work for Henry Hope Ltd., an engineering company. At 18 I joined the Territorial Army to be called up in September 1939 for the 2nd World War. After the war I returned and into window manufacturing at Droitwich finishing as Chief Draughtsman. While at Droitwich I passed my IAM test in 1979 becoming an observer for 25 years with 2-3 associates per year! When Wolverhampton broke away from Walsall Group I had various roles - membership secretary, associate controller and then chairman for 10 years. Outside of advanced driving I have played cricket for Dudley Cricket Club and county level for Worcestershire. I have gained great satisfaction from the successes of my associates over the years including some disabled drivers that required me to rethink my approach to observed runs. Can I appeal to all members to keep the group alive through your active involvement at meetings, events and also as a committee member.

"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



Group 3081



Registered Charity No. 1053330

FROM YOUR CHIEF OBSERVER

Recently, whilst making my way back to the car, I stopped for a few minutes to watch how various motorists negotiated nearby mini roundabouts. I stood and watched for a while then made my way back to where I had parked the car. During those few minutes only a few motorists used the mini roundabout in a controlled way. Perhaps they were keen to approach and follow-through using the appropriate line. Most of the drivers cut the roundabout, or appeared to rush into the hazard. This meant that not enough time was given to checking to their right to see if anyone was about to drive onto the roundabout, so then they used a 'straighter-line' which involved using more than a small amount of the white raised area.

Essentially, these roundabouts are another form of traffic calming, especially as they are sometimes slightly offset, probably to encourage motorists to slow down that little bit more.

The majority of drivers appeared to approach the hazard of the mini roundabout too quickly: by doing so prevented them from following an 'ideal' line. It shouldn't be necessary to drive straight across causing the vehicle to pitch. Some motorists tend to drive to the right hand side of the white raised part of the mini roundabout when turning to their right, ignoring the route to the left of the hump, which puts them on the wrong side of the roundabout. This maneuver is brought about by approaching the hazard too quickly and hoping the 'straight-line' effect will pay off, or not wishing to drive to the left of the roundabout if there are no other vehicles in the vicinity.

Many mini roundabouts have been installed recently, usually to aid traffic flow in an area where a main road has a busy cross road. By installing a mini roundabout, new rules apply along that part of the road, encouraging drivers to slow down and be prepared to give way to vehicles approaching from their right.

On the approach to a mini roundabout, before following the 'ideal' line to the left of the white raised area, take another look in the mirrors to make sure no one has decreased their traveling distance between the back of your vehicle and the front of theirs. When this happens, they may *think* you are about to turn left. They continue straight on, over the hump. By now, you've followed the radius and are preparing to leave at the 2nd exit, straight on. It is at this point that both vehicles can end up side by side. If not noticed, an accident could happen.

On other occasions, the driver of a vehicle about to turn left at a mini roundabout waits for a vehicle from the right to pass. By following an 'ideal line', it may encourage the waiting driver to think you are about to turn left without signaling, so they move forward. A suggestion: where a mini roundabout is off-set, and your intended route is straight on, a signal to the right, then to signal to the left after passing the waiting vehicle, may eliminate the danger of the waiting vehicle moving forward until there is a more appreciable gap in the traffic.

As with other aspects of motoring, it is perhaps better to drive defensively, hoping to pre-empt what other motorists may be about to do and if necessary, take appropriate action - it may be enough to just release the accelerator, until the situation alters.

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.



WOLVERHAMPTON MARATHON 2005

Paul Williamson, Rod Matthews, Richard Whelan and Garth Jones volunteered to help this year as some Group members have over the years. This was to add some better than average help to road traffic control and promote Advanced Motoring locally in the advertising.

We were designated the crossroads at the Rock and Dave Shenton had a number of Region 3 Advanced Motorcyclists travelling the circuit. The safety of the road circuit was essential for runners, cyclists and helpers throughout the day. Some advice was given to the general public.

Between 9am and 4pm:

- We checked that the signs at the roadside were in place (one was missing from Henwood Road)
- Placed road signs in the road to show that Lower Street was 'NO ENTRY'
- Positioned cones for guiding traffic and giving space for the competitors
- Helped the general public with any questions and
- Moved the signs and cones on to the pavement for later collection.

During the day we

- Gave directions for competitors
- Saw a general public cyclist using the pavement up the Rock but his pants were slowly falling! He managed to step off the bike without any other problem
- Stopped all traffic on 5 occasions- 2 ambulances, 2 paramedic cars, and a fire engine
- Helped HGVs, coaches, double decker buses manoeuvre
- Admired the control of a white stretched limousine which approached from every road, even entering Lower Green to exit Church Road!
- Gestured to many drivers who chose not to deviate given the 'NO ENTRY' but tried to turn into head-on traffic
- Returned the metal arrow sign having been driven along the Tettenhall Road!
- Saw a small Fiat do a 3 point turn in the middle of the crossroads because the driver didn't recognise both 'NO ENTRY' signs before he came close to the traffic exiting Lower Street!
- Tried to answer questions: 'How do I get . . . home? . . . to church? . . . to the computer fayre at the racecourse? . . . to Aldersley Stadium?' in 1 second
- Ignored hand gestures
- Politely listened to 'I pay my taxes- I want to use the road', not for discussion on site!
- Assisted one car which stopped due to over-heating, pushed it into the closed lane, on to the path before relatives arrived
- Listened to 2 Police pedal cyclists who gave us their insights and reminded drivers to wear seatbelts, one replied- 'It's a habit' (not to!!).

For our involvement - we were each given a free meal and fluorescent jacket.

No road incident occurred or people hurt at our site and all competitors passed through safely in the correct direction.

We felt that a good job was done maintaining a positive attitude from ourselves.

Useful accessories were:

- Suntan lotion,
 - A cap
- but umbrella was unnecessary!

If you would like to take part next year then please let Paul Williamson - Group Chairman know in good time.

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



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

- LIKE FATHER, LIKE SONS, SAYS RACING LEGEND MANSELL

Nineteen years after scoring his first Formula One victory at Brands Hatch, racing legend Nigel Mansell has passed his Advanced Driving Test with the IAM - and for good measure, so have his two sons. Leo Mansell, now 20, was just a year old when dad Nigel first shot to fame - and Greg Mansell (17) wasn't even born. But all three of them showed IAM examiners that driving expertise isn't just for the race track when they passed their IAM car test using a route around the Woodbury Park Hotel and Golf Course near Exeter in Devon last month (July 2005).

Ted Clements, IAM's Road Safety Adviser, had been encouraging Nigel to take the test for many years. "It was worth the wait - especially for the hat trick!" said Ted. "I knew that Nigel would pass with flying colours - but it was great that his two sons were able to take their advanced driving test as well at the same time. Young Greg only took his L-test last year, so he did very well indeed. It must run in the family!" said Ted.

"My grandfather always told me that it is no good lying on a hospital bed saying I had the right of way. That's one of the reasons I was so pleased that the boys could do the IAM test as well," said Nigel.

Nigel did his advanced test in an Audi A6 and younger son Greg also chose an Audi, an A3. Leo opted for a Chrysler.

The IAM examiners were Steve Mead, assistant chief examiner, and Ian Harris, a serving police officer with Avon and Somerset Constabulary, based in Bristol.

With 31 Grand Prix wins, Nigel has his place in the Formula One Hall of Fame. He joins John Surtees, the late Graham Hill and Sir Stirling Moss as racing drivers who have passed their IAM test and legendary motorcyclist Geoff Duke who took his IAM test in 1960.

The IAM has a network of more than 200 Groups across the UK, with Observers who help thousands of drivers a year to prepare for and take their advanced driving or motorcycling test.

*"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?

EDITOR

To a great degree—contributions from you! I get little or nothing from you. Your newsletter does not appear like magic! (Doesn't this fellow ever shut up? No!). 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 **18th February 2006**

Tony Robson - Editor.

Committee & Trustees

- **President**
Bill Goodreds
- **Vice Presidents**
Joe Brooks
Judith Rowley
- **Chairman**
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- **Secretary**
Garth Jones
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- **Treasurer**
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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**
G. Mistry
mistry@girish.freeserve.co.uk
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

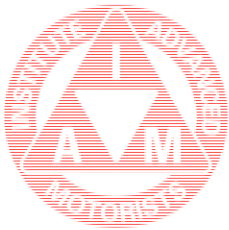
GROUP MAIN CONTACT:

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

Phone: 07786.086277

Email: wolverhamptonadvancedmotorists@fsmail.net

'Skills for Life.'



Wolverhampton Advanced Motorists

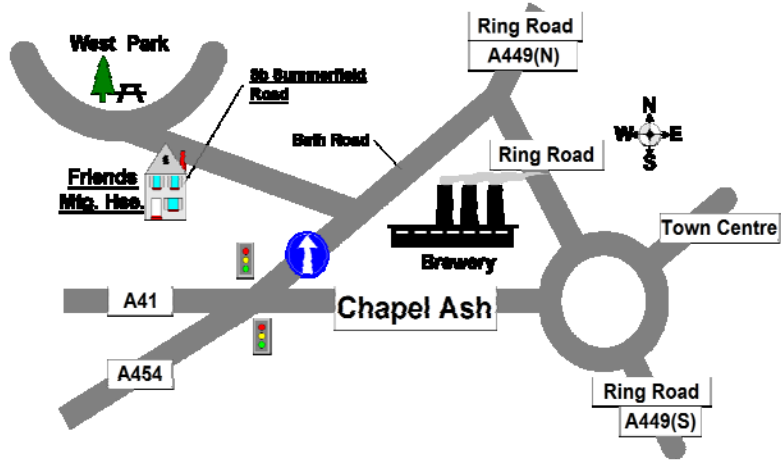
Group: 3081

Registered Charity: 1053330

Group WebSite:

www.geocities.com/wolvesiam

*"...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:

- Glen McKenzie (Brierley Hill)
- Reece Galley (Wheaton Aston)
- Marion Munroe (Wolverhampton)
- Anthony Egginton (Wolverhampton)

- Philip Hammond (Codsall)
- Clive Boucher (Lower Penn)
- Les Haynes (Castlecroft)

TEST PASSES

- Julian Williams (Obs. Geoff Davies)
- Charlie Catling (Obs. Rod Matthews)
- Tim Tidman (Obs. Garh Jones)

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.