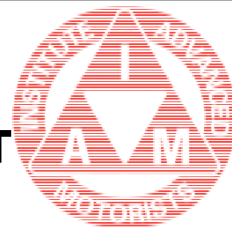


THE RESPONSIBLE MOTORIST



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Group 3081

CHAIRMAN'S COMMENT

Seasons greetings!

First I must thank, on behalf of the Group all Committee Members, Observers Members and Friends of our Group who have helped in many different roles by their attendance at a number of Group events during this last year. This next year I feel will be a very significant one for our Group and our fate it will lie partly in your hands.

Yes I am even going to suggest may be that without new people coming forward to help we may at some point have to call it a day. A number of Group roles are being performed by just a single person and our Group owes an immense debt of gratitude to just a few people. I cannot let this occasion pass without mentioning the sterling job(s), yes 3 of them, that Tony Robson does on our Groups behalf. These additional roles have come about because we were not been able to replace vacant positions with new people. I am flagging this up now so as it may not be a total surprise come the AGM on 14th May this year.

I am aware that some people have signalled they will not be able to continue with the excellent work they have done for our Group. Hopefully this may inspire you to offer just a few extra hours of your time and see that our good and worthy cause continues, and thrives with new help coming forward. If you want to know more please contact me or come to any of the group nights / committee meetings. This assistance can be in many ways as we need people to help and volunteer in every area that the Group has involvement in so no offer of help will be declined. Don't be put off by the unknown! You will get every assistance until you are happy in whatever role you may take up!

Secondly, I regret to report that the IAM has recently lost, far too early in their lives, both **Christopher Bullock (Chief Executive Officer)** and **Ted Clements (a former Chief Examiner)** both of whom where at last years All Groups Conference. A tragedy to all concerned as we and their families have lost two of life's good guys.

Finally do you know anyone who may want take the Advance Test? I am aware that the fees will be significantly rising during this year and it may be within the next few weeks of you reading this. The 'Skill for Life' package has been running at a loss for a number of years now and London cannot allow this to continue. The decision was taken at the end of last year to put the fee up and it may be by £20 or more. All packages bought will be valid at the old pricing so don't let your friends, family or work colleagues be caught out by this forth coming price rise.

So until next time Seasons Greetings to you all and have a wonderful 2008!

Paul

FROM THE GROUP PRESIDENT- BILL

This is an appeal to all members to make a determined effort to attend our events and monthly meetings. A great deal is involved in arranging meetings and events that are often poorly attended meaning that your Chairman has to apologise to our guests. Please find some time to contribute to your group putting some back into it that you once were given.

Our meeting point is on the back page of this newsletter and is a safe location with good parking. You can always bring a member of your family or a friend without any obligations. If they take an active interest that could be your contribution, couldn't it? As you will see from this newsletter there are a few vacancies on the committee why not have go? Try it for a while as a committee member and you might even be tempted to take on a role within it.



EVENTS & MEETINGS

9th January

8pm "IAM Examiner Discussion Evening" Talk by Mark Wakelam - IAM Examiner.

24th January - Thursday

"Observers Evening" - All observers to attend!

13th February

8pm "Motorway Bridges" Talk by Keith Madelin

21st February - Thursday

7.30pm - "Associate Night."

**New Associate members - are requested to attend this meeting.*

12th March

8 pm Talk by John Bagley - Staffordshire Police

20th March - Thursday

7.30pm - "Associate Night."

**New Associate members - are requested to attend this meeting.*

9th April

8pm "Quick wins: Speeding up Traffic Flow" Talk by Paul Coxhead - Targeted Training Products

17th April - Thursday

"Observers Evening" - All observers to attend!

14th May - Wednesday

8pm - "A.G.M."

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

13th June

8 pm - T.B.A..

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 -GEORGE CLARKE (COMMITTEE MEMBER)

Born in 1938 West Bromwich I spent my school and teenage days in Warley. 1958 saw me in the RAF learning to drive and picking up road craft. Vehicles included were for vehicle recoveries which were very big. Leaving the RAF I took my PSV licence with the Midland Red Bus Company where 'crash boxes' were common. A few years later I got a HGV-3 licence and using it with the Midland Bank. Over the years among my interests were that of serving as a Special Constable in both Swansea and the West Midlands. 1976 saw me appointed as a JP sitting at Birmingham then Wolverhampton. Added to this I spent 13 years with the Air Training Corps. Being a Christian I am part of a charity to do with drug rehabilitation. Advanced driving happened for me in 1996. I became a senior observer. In 2001 I was awarded an MBE for services to the community. In 2002 I became part of WAM Committee. Despite driving for 49 years I am still learning more each day.

"Skill for Life?"

OBSERVED RUNS / RIDES AND PRE-

Full and Associate Members—please note - that a valid Group Membership card must be produced upon request. Failure to 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

Use of the handbrake to secure the car

Whilst approaching a busy junction along the main road recently, I noticed cars were waiting behind their Give Way lines. My route through was relatively clear, so I began to choose my line through the junction. As I neared the hazard, the car to my right moved over their Give Way line. There was no time to check mirrors - braking became a major priority.

We narrowly missed – neither their vehicle nor mine came to any harm.

As I continued my drive home, I began to re-live the situation. I recalled the car from the right moved across my path – it wasn't a smooth process. It looked as though the drivers' foot had slipped off the clutch pedal: The car was lifting and settling in rapid succession, as they cleared the junction.

The only conclusion I could come to was that the handbrake had not been used to secure the cars' travel whilst waiting for several vehicles to pass through the hazardous area on the main road. To not use the handbrake in such circumstances would appear to be inviting an accident, as is what nearly happened.

My preference is to use the handbrake to secure the vehicle whilst waiting at traffic lights or in standing traffic on the approach to busy islands, and not to keep the footbrake pressed whilst waiting for traffic to move on, which can be a distraction and an annoyance to following motorists.

The STOP and Give Way Sign

Whilst driving along roads which have a 30mph speed limit, I have noticed that some drivers are travelling well below the limit. In fact they were probably travelling at 26 or 27mph. The most likely reason is they didn't want to get caught for breaking the speed limit or perhaps their attention was wandering. I should mention that I am aware that the speed limit is not a target, especially if there are hazards ahead. Hazards would include school entrances where care should be taken at all times of the day.

But, when there is nothing happening on the road ahead, why travel so slowly? By travelling so slowly, the driver may be giving a message that he is about to stop, he may be momentarily unaware of following vehicles, so more allowances need to be given. For some, following a vehicle travelling below the speed limit may be an invitation for them to overtake, probably in the wrong place.

At the end of this particular road, the junction has a **STOP and Give Way** sign accompanied by a solid white line. This is where the careful driver slows, quickly scans the new road for approaching traffic, finds no vehicles then goes over the junction, to join the major road, without stopping, at a speed where second gear would probably have been used after dipping the clutch momentarily.

So, after driving for a reasonable distance not getting near to the limit, let alone breaking it, they drive over a **STOP and GIVE WAY** junction without stopping – attracting the possibility of penalty points – much the same as going over red traffic lights.

'Going over red traffic lights' also includes the amber phase, which also means stop, if you're able to do so before the red light comes on. A decision needs to be made if the traffic lights begin to change and you're already past a certain point - it may be better to continue across the junction, providing you don't cross the solid white stop line as the red shows.

Till next time,

Be vigilant-take care-drive safely!

Geoff Davis, Chief Observer

OBSERVERS AND ASSOCIATES - PLEASE NOTE: Do read the Events and Meetings sections as there are evenings that you need to attend.

*“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.



Obituaries: IAM London

Christopher Bullock MBE

The IAM (Institute of Advanced Motorists) regrets to announce the death (Monday 19 November 2007) of Christopher Bullock MBE, Chief Executive of the IAM. Christopher Bullock, 60, became IAM Chief Executive in 1994. Mr. Bullock led the IAM as it grew in size and influence; it is now the largest single organisation dedicated to road safety and by far the largest provider of advanced driving tests.

Mr. Bullock was also Managing Director of IAM Fleet, Drive & Survive and IAM Fleet Ireland which together make the IAM the largest provider of risk management and company driver training services. Before joining the IAM Mr Bullock had a long career in Shell which he joined after leaving the University of Sussex with a BSc with honours in Physics and Mathematics in 1968.

While he was with Shell International he held various Marketing and Public Affairs positions in the UK and overseas. During the 1980s he was responsible for Shell's charitable giving - at that time the largest corporate donor in the UK - and for sponsorship of environmental, arts and other community organisations. This included founding Age Resource, which aimed to harness the benefits of an ageing society and is now the "younger arm" of Age Concern.

Mr Bullock was seconded in 1991 to the then Department of Energy and before taking up his role at the IAM, he was for two years the Director of Public Affairs at the TAC (Tobacco Advisory Council). When he was awarded his MBE earlier this year, Mr. Bullock said that he saw the award as recognition of the valuable and growing work of the IAM. In particular, he said the honour acknowledged all those who through the IAM dedicate their time and expertise to helping people improve their driving and motorcycling, and to saving lives on the road.

Mr. Bullock lived in Fulham, West London. He is survived by his wife Linda and their two sons Nicholas and George.

Ted Clements MBE 1930 - 2007

The IAM (Institute of Advanced Motorists) regrets to announce that Ted Clements, IAM Road Safety Adviser and former IAM Chief Examiner, died yesterday (11 December 2007) after a short illness.

Ted, 77, was a well-known figure in road safety. During his time as an IAM Examiner, Ted tested countless drivers and riders of all standards - literally, from royalty to racing drivers. Nigel Mansell, now the IAM's President, Sir Stirling Moss and John Surtees were just some of the well-known names that Ted tested before they achieved advanced driver status.

Born and brought up in Norfolk, Ted was a lifelong supporter of Norwich City and as recently as last month was trying to persuade one of the "Canaries" to take an advanced driving test. Ted received an MBE in 1989 for his services to road safety and he regarded this as a highlight in his career, which started in 1953 when he joined the Metropolitan Police. In 1960, Ted moved to the Met's Traffic Division, which led to his lifelong interest and involvement in road safety.

In 1965 Ted joined the IAM and started carrying out advanced tests for the IAM in his spare time. In 1978 he retired from the police and became the IAM's Deputy Chief Examiner, succeeding Alec Jones in 1984 as Chief Examiner. While he was attached to Hammersmith Police Station, Ted acted as police adviser for probably the first of many police TV series, "Dixon of Dock Green". It was also while he was a PC at Hammersmith that Ted dealt with a serious incident which he told colleagues sparked off his dedication to the road safety cause. "It involved a pupil at the Royal Ballet School who lost both her legs in an accident while crossing the road near the school," he said. As a result, Ted asked for a transfer to Traffic Division where he became involved in every aspect of road safety.

After he retired in 1996 as the IAM's Chief Examiner, Ted was given a unique position in the road safety world when he was appointed the IAM's part-time Road Safety Adviser. Ted also held honorary roles with other organisations as diverse as Mobilise (formerly the Disabled Driving Association) and the High Performance Club (HPC) and AIRSO. He was also a Freeman of the City of London. When he retired from the IAM, colleagues commented at the time that Ted never seemed to age: he remained as passionate as he had ever been about the need to improve the standards of driving and motorcycle riding. Ted lived in Effingham, Surrey. His wife Sadie died in 2006. The couple were devoted to each other. He was a keen gardener and would regularly present his female colleagues at IAM House in Chiswick with fresh flowers.

David Kenworthy QPM, the IAM Chairman, said: "Ted was always cheerful and delightful company. His dedication to good driving and riding was unswerving. He will be sorely missed by colleagues and all who knew him in the road safety world."

*"Skills are for a Life
.... Yours, 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 Events Organiser - to see about the next session. Look on the Events and Meetings page there might be one about to take place.

IAM - Fact Sheet: Driving Attitudes

One of the most dangerous things most of us do each day is driving a motor vehicle. It is something we all take for granted. Many drivers involved in a crash or so-called "accident" do not accept that they have contributed to it. If you think that you have nothing to learn from an accident or even a near miss that you were involved in, your style of driving will not change. The IAM recommends this checklist to help you approach driving with the right "attitude".

- If another motorist "carves you up" in a line of traffic, do not retaliate or try to punish the other driver. This may escalate the situation or lead to an accident.
- To maintain the right attitude for good driving, try to improve your powers of observation. This demands considerable thought and practice but will usually keep you out of potentially dangerous situations. Observation skills give you an "early warning" of any situations developing which might require action from you.
- Try to accept that all road users are vulnerable. Be tolerant and considerate to all other road users, even if they have appeared to be aggressive towards you. A little courtesy can be catchy!
- The majority of road accidents are caused by human error. If we all treat the motor car as a convenient and enjoyable means of transport instead of an extension of our egos, we can reduce accidents on our roads. No journey is so urgent as to justify an accident.
- Develop a sensible driving plan and endeavour to avoid a very tight driving schedule, with business and domestic commitments. Try to avoid driving under pressure or stress. Do not take a chance at the red lights, exceed speed limits, or cut corners. Allow an extra five minutes for each journey.
- Tiredness plays a very important part in causing an aggressive attitude towards other road users and frustrations encountered by traffic hold-ups and road works. Take regular breaks to combat driver fatigue.
- Always expect slow reactions and poor observation from other road users. Often accidents can be avoided if one driver allows for another's mistakes.
- A common "trigger" for aggression and frustration is driving too close to another vehicle. Keep your distance and use the two-second rule whenever possible.
- Remember there is no such thing as a perfect driver; we are only as good as our last journey.

"...and those of 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 EDITOR

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. **Well? Why not?**

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 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. 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: - 12th April 2008

Tony Robson - Editor.

Committee & Trustees

- **President**
Bill Goodreds
- **Vice Presidents**
Joe Brooks
Judith Rowley
- **Chairman**
Paul Williamson
wv95lj@tiscali.co.uk
07969.487549
- **Secretary**
Tony Robson
133 Elston Hall Lane
Wolverhampton
WV10 9HD
robson@jantony.freeserv.e.co.uk
01902.789557
- **Treasurer**
Graham Foulkes
01902.896492
- **Membership Sec.**
(see Group Secretary)
- **Chief Observer**
Geoff Davis
geoff@davis9526.fsnet.co.uk
01902.763478
- **Newsletter Editor**
(see Group Secretary)
- **Minutes Secretary**
Richard Whelan
- **Associate Controller**
(see Chief Observer)
- **Test Administrator**
(see - Associate Ctrlr.)
- **Events Coordinator**
Garth Jones
07786.086277
- **Publicity Officer**
Derek Wheeler
01902.758833
- **Additional Trustees**
George Clarke

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.

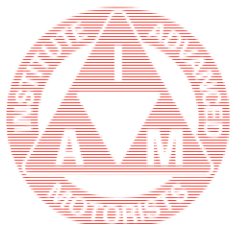
• *If you are a Group Observer* - you must be a fully paid up member of both.



Group 3081

GROUP MAIN CONTACT:
Wolverhampton Advanced Motorists
Group Secretary
Phone: 07966.131778
Email: Robson@jantony.freemove.co.uk

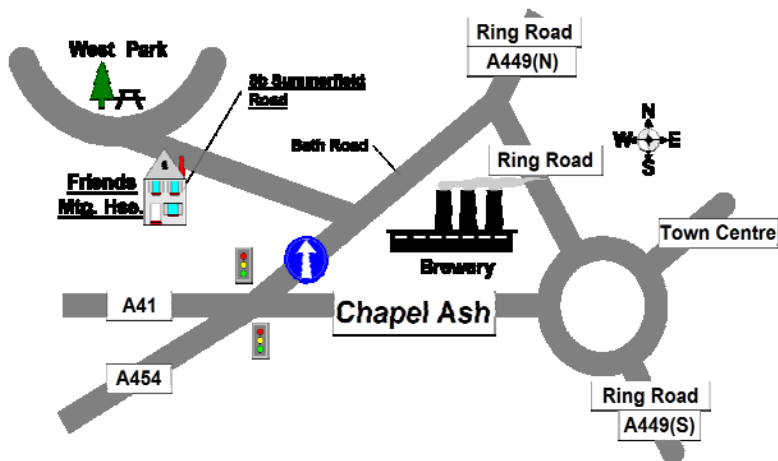
'Skill for Life.'



Institute of Advanced Motorists
Registered Charity: 249002

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

NEW ASSOCIATES

Welcome to:

- Dave Barnes (Wolverhampton)
- Gary Giddings (Wombourne)
- Terry Keasy (Sedgley)
- Paul Powell (Wombourne)
- Ed Taylor (Wombourne)
- Roy Sainsbury (Codsall)
- Paul Hampton (Wombourne)
- Mick Mooney (Wolverhampton)
- Aamer Qureshi (Wolverhampton)
- Terry Wells (Bilbrook)

TEST PASSES

- Derek Wheeler (Obs. Tony Robson)
- Shamim Qureshi (Obs. Nigel Packer)
- Gareth Mould (Obs. Roy Richards)
- Robert Hurrell (Obs. Roy Richards)
- Paul Powell (Obs. Jeff Tonks)
- Aamer Qureshi (Obs. Nigel Packer)

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.