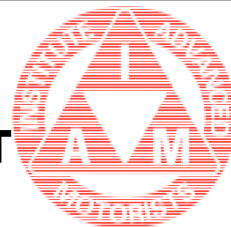


THE RESPONSIBLE MOTORIST



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CHAIRMAN'S COMMENT

Well Thank You for your feedback from the Group questionnaire. I am pleased to say that 16 of you took the time to respond and your opinions will be used by our Committee as we move forward during the coming months.

The summary of the responses to the questions will be found in the next Group Newsletter.

With much regret I need to let you know that Garth has advised me that he will be stepping down as Group Secretary but will remain active within our Group.

First of all can I thank Garth for his immense contribution not only to our Group to which he has made over so many years but to other Road safety Groups, Committees where he has been an active participant.

From the time when Garth joined the Group as a Car associate and went on to pass his test. He went on to become a Car Senior Observer and then became Minibus qualified. Then he took an interest in bikes becoming an associate and going on to pass his bike test. Ultimately with him becoming an Observer bikes as well.

After he also became a Senior Observer for Bikes as well. Garth has completed a number of committee roles including Chairman and Group Secretary.

In this time he became a committee member with a number of roles including Events, Newsletter editor, Associate controller, Chief Observer eventually becoming both Chairman and then Secretary.

Aside of all this he is a good personal friend to a huge number of Associates of his own, Group members and others whom he has come into touch with. Garth will still be remaining involved with our Group, but not just as much at the moment.

So the Group will need people coming forward offering to help our Group otherwise we may not be able to continue. So if you can give some of your time if only a couple of hours, this means you to make the first step and today! Please get in touch with me or any other Committee member.

Until the next Newsletter "Safe Driving"

Paul

OUR GROUP NEEDS YOUR HELP!

Our Group is planning to attend a number of shows and events this Summer and your help is required please. It will usually be for some time during weekend for as many hours as you can give.

Initially our plans are for the same as last year so please pencil in your diaries the Beacon Centre Open day 17th June @ Baggeridge Country Park. The Wolverhampton City Show 7th and 8th July @ West Park.

Please get in touch with me or any other Committee Member even if you cannot manage all days just a few hours of your time would be fantastic. THANK YOU!



Group 3081



Registered Charity No. 1053330



EVENTS & MEETINGS

9th 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!

17th May

7.30 pm - "Associate Night."

New Associate members - are requested to attend this meeting.

13th June

8 pm "Safety cameras - technology and funding" Talk by Andrew Pearce - Manager, West Midlands Safety Partnership.

21st June - Thursday

"Observers Evening" - to be confirmed.

11th July

8 pm "IAM Group Support - how we assist the groups" Talk by Dave Shenton - Manager, IAM Group Support.

August - NO MEETING.

12th September

8 pm "An Evening with Colin Pettener" Talk by Colin Pettener - TTC Driver Rehabilitation.

10th October

8 pm "A History of Car Maintenance" Talk by John Last - IAM Member.

27th October - Saturday

"Skid Control - Practical" 90

minutes Police tuition - 4WD, FWD, ABS, etc. Contact Group Secretary to book - £48 per person.

14th November

8 pm "Car Laws" Talk by Michael Morris - West Midlands Police (Group Member).

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 -TONY ROBSON (MEMBERSHIP)

While being your Newsletter Editor I am also Membership Secretary and an Observer. I joined the Group in 1985 after being informed by another car that my driving was not all it should be. I passed my advanced driving test and became an observer and a committee member. It is very satisfying that by putting something back into our group through observing, for example, you have passing some of your skills onto someone else and that that part of you is out on the road contributing to road safety. Having been born in Sunderland, lived in Burma and Ghana I saw my final schooling years in Sussex at a boarding school before going into the RAF as a regular in what was referred to as the 'Cold War' years. Afterwards I spent the vast majority of the remainder of my working life in quality within automotive component manufacturing travelling extensively to Canada, USA, Mexico, Brazil, Europe, Turkey and India. I am now retired wondering how I found time to go to work as the time seems to zip by. My pastimes are computing, driving, music, the theatre and reading.

"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 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

Lights and phones

Whilst driving around in traffic, how many cars have defective lights? On a relatively short routine journey you're almost guaranteed to notice several vehicles with lights not working. Usually the failed lights are one of the brake lights. Ok so the driver hasn't noticed a light has failed, so what is going to take for the driver to notice both brake lights have failed? Perhaps at the annual MoT, if the vehicle falls into this category. Or, purely by chance the driver sees less than the full compliment of lights when reversing towards a reflective surface, such as a window. Several times recently I have followed cars where there wasn't any visible means to show their vehicle was slowing down – in some cases the high level brake light had *also* failed. Apart from keeping a distance of 'at least' 2 seconds and being especially wary when following vehicles which don't appear to brake before approaching a bend or corner and you, as the following driver, needs to brake then this means to me to drop back that little more to allow for them to make late changes of direction. Who is to say the indicators work if the driver doesn't use them.

If the above are put together, i.e. in a worst case scenario, where the brake lights don't work, the indicators are not used, and the decision to turn to the left or right is left late, and the following vehicle whose driver hasn't yet noticed the brake lights are not working, then whose fault would it be if there were an accident? Let's go a step further – if the driver was using the phone at the same time, would that particular element exacerbate the situation? I think it probably would.

Moving to mobile phones: in a few days being caught using a mobile phone and driving will attract a fine plus a 3 point penalty. Why not activate voicemail, so when anyone calls, after a few rings the caller would be diverted to voicemail, with an opening explanatory message, or perhaps better still, to switch the phone off whilst driving, then to listen to any voicemails when parked and respond accordingly. This must be a safer option. It has been reported that even using hands free technology may not be as safe as originally thought, due to concentration being 'shifted' from driving to maintaining a conversation with a caller. The driver may gradually reduce speed or alter direction without being fully aware of what is actually happening.

Till next time,
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.



Mobile phones - new survey by the IAM

THE BIG HANG UP – WHO'S LIKELY TO STILL TALK AND DRIVE?

"White van man" is surprisingly less likely to ignore this week's new laws on handheld mobile phones than drivers of typical family saloons according to a new nationwide survey by the IAM (Institute of Advanced Motorists).

IAM members across the UK took part in a survey spanning two weekends (1 February – 19 February) to gauge where the hand held mobile phone drivers were most often seen and in what traffic conditions.

It is already an offence to drive while using a handheld mobile phone, but from this Tuesday (27 February) there will be a stiffer £60 penalty and three penalty points. Since 2003 there have been more than 250,000 prosecutions.

Incidents of drivers using handheld phones were noted over a 19 day period by IAM members. The survey covered all classes of vehicle, at different times of day and in different traffic conditions.

By type of vehicles, the sample was 674. Drivers of family cars were most likely to offend (145 reported incidents or 21.5 per cent of the total vehicles counted) followed by light commercials or vans (120 reported incidents or 17.8 per cent).

Drivers of sports and high performance cars were least likely to commit the offence, with only 42 reports (6.2 per cent). The other categories were 4x4s, (85 reports or 12.6 per cent) other commercial vehicles (69 reports or 10.2 per cent) large/executive cars (111 reports or 16.5 per cent) and small family cars (102 reports or 15.1 per cent).

The survey also revealed that drivers are more likely to use the handheld mobile while in free flowing traffic (334 incidents) rather than stationary or semi-stationary traffic in heavy congestion (78 incidents). Drivers not affected by the morning and evening rush hours were more likely to pick up the handheld phone with 220 reports compared to peak morning rush (95 reports).

"The message must be 'switch off before you drive off' and that applies just as much on the school run as it does to white van man," said IAM Chief Examiner Peter Rodger.

"You are four times more likely to crash when you are on a mobile phone. And the IAM has for several years advised caution when using hands-free kit as an alternative: crucially, your attention is still divided," he said. "The consequences of distraction - be it a crash or a fine and points - are just as devastating whether by a hands-free or hand held phone," he said.

The North West was the region with the highest incidence (with nearly 30 per cent of the total reported incidents) while in London and the South East, just 20 per cent of incidents involved vans, slightly below the national average.

ENDS 26 February 2007

Issued by the IAM Press Office 020 8996 9625 Out of hours 0208 996 9600

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

IAM - Fact Sheet 18/001

EMERGENCY VEHICLES

Deciding on what to do when you hear an emergency vehicle approaching can be a dilemma. Do you stay where you are and block the progress of an emergency vehicle, or move into a position that could prove dangerous to you or to other road users? Unfortunately, many drivers over-react to emergency service vehicles travelling on "blues and twos" (blue lights and two-tone horns). This advice has been prepared by the IAM to help drivers and riders share the road with emergency vehicles.

- **Don't panic and just brake.** It's natural to want to react. But instinctively putting your brakes on immediately in front of an emergency vehicle is of little use. This jeopardises other road users, and sometimes slow the progress of the emergency vehicle.
- **Think** about where you are on the road. You should deal with the problem in the same way that you deal with any other potentially hazardous driving situation. Observe and plan: what is the safest option available to you? You must sacrifice everything for safety, but never sacrifice safety for anything – not even facilitating the progress of the emergency service vehicle. Mounting the kerb, for example, could put pedestrians or cyclists at risk. But this misguided attempt to create a bit of room could be of limited use to a large vehicle such as a fire engine.
- **If you are moving** it may well be that you can continue at a reasonable pace and the emergency vehicle can follow you out of a pocket of congestion (such as a blocked one way system). In that scenario, attempting to pull over too soon, or slow down, might just cause a needless obstruction and so hamper the progress of the emergency vehicle.
- **Get out of the way** as soon as you can do so **in safety**. Indicate your intentions clearly. Don't pull in opposite other obstructions, such as centre bollards. If you are thinking about pulling over across a junction or outside a school or factory, you may be unwittingly be stopping the emergency vehicle reaching its destination.

"...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

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

EDITOR

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 15th September

Tony Robson - Editor.

Committee & Trustees

- **President**
Bill Goodreds
- **Vice Presidents**
Joe Brooks
Judith Rowley
- **Chairman**
Paul Williamson
wv95lj@tiscali.co.uk
07969.487549
- **Secretary**
Garth Jones
wolverhamptonadvancedmotorists@fsmail.net
07786.086277
- **Treasurer**
Graham Foulkes
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(see Newsletter Editor)
- **Chief Observer-Cars**
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Richard Whelan
- **Associate Controller**
(see C/Obs. Cars)
- **Chief Observer-M/c's**
(see - Secretary)
- **Test Administrator** (see - Associate Ctrlr.)
- **Events Coordinator**
(see - Secretary)
- **Publicity Officer**
- Vacant
- **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.

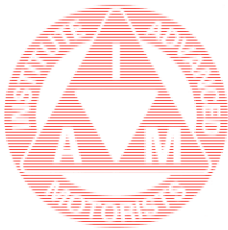
• *If your are a Group Observer* - you must be a fully paid up member of both.



GROUP MAIN CONTACT:
Wolverhampton Advanced Motorists
Group Secretary
P.O. Box 3264
Wolverhampton WV8 2YL

Phone: 07786.086277
Email: wolverhamptonadvancedmotorists@fsmail.net

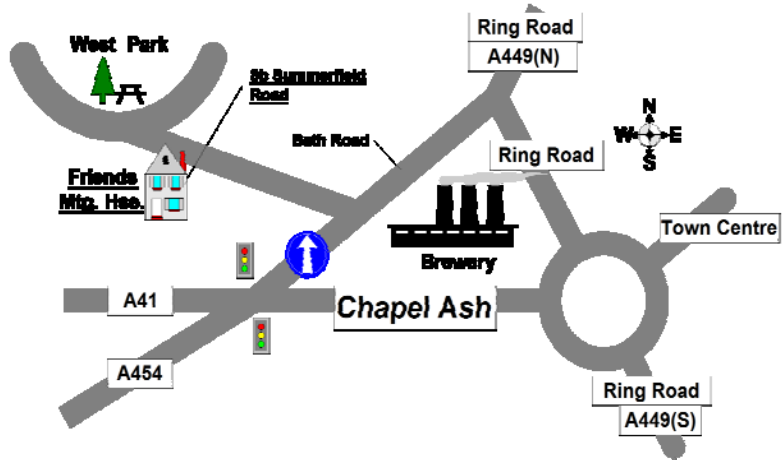
'Skills for Life.'



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:

David Wilkinson (B'ham)
Malkit Singh Sund (W'ton)
Shamim Qureshi (W'ton)
Gareth Mould (Dudley)
Mick Morris (Featherstone)
Paul Dix (W'ton)

Nicki Dalloway (Stourbridge)
Kulbinder Kular (W'ton)
Robert Hurrell (Dudley)

TEST PASSES

•Robert Owen (Obs. Nigel Packer)

Jeff Tonks)

•Neville Gooda (Obs. Richard Whelan)

•Jon Allen (Obs. Nigel Packer)

•Paul Bailey (Obs. Rod Matthews)

•Keith Hobson (Obs. Paul Williamson)

•Carol Woodhead (Obs.

Well done and 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.

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.