

# THE RESPONSIBLE MOTORIST



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Group 3081

## CHAIRMAN'S COMMENT

It has been an unusually busy couple of months for our Group with much regret I need to let you know that **Richard Whalen** has advised the Group that he will be stepping down from his roles within the Group. Richard has for many years been an active member of our Group attending a number of events on behalf of the Group such as attending the Region 3 meeting, helping at Group events such as the Wolverhampton Show, marshalling on the Marathon, Richard has set-up and maintained our excellent Group Website, he has been an Observer, an active Committee member and our Minute Secretary. So can I thank Richard for his significant contribution to our Group, it is his intention to re-focus his time on his first social interest in life the Beacon Centre for the Blind where he has continued throughout to do a lots off good work for them as well as us.

This means as ever our Group will need new people to come forward and volunteer their help to our Group; otherwise we may not be able to continue. So please if you aren't sure how you can, only that you may be able to, give some of your time if only a couple of hours make the first step and get in touch today with me or any other Committee member by either phone or e-mail. This means you, position or age is not a restriction, anyone from a new Associate member who is reading this Newsletter for the first time to a long standing member, who now finds themselves with a few spare hours available.

I am very pleased to be able to share with you, the fantastic job our Groups publicity officer **Derek Wheeler** is doing. Through his great efforts, Peter Carroll, the Motoring Editor for the Express and Star, has become an Associate of our Group and has already written an excellent article on his experiences so far. Derek has set up, for Les Ross a radio presenter to have an Observed Run with the Staff Examiner Mike Lovelock during the BBC's drive to Survive week recently. Well done Derek!

So until the next time, Safe Driving!

**Paul**

## ACTIVALLY PARTICIPATING IN YOUR GROUP!

This comes in many forms and has been mentioned to you all many times in this newsletter, at Meetings, during phone calls, while out on observed runs, etc. You will notice that it also forms part of your 'Chairman's Comments'.

**How can you help?** There are lots of ways. To mention just a few - attend the monthly meetings / talks (it can be a bit uncomfortable if only a few turn up, you know) - become an Observer (hone your skill, put something back into what you were given), contribute to your newsletter (input does not appear like magic - even 'thank you' letters from those who have just passed their test does help to fill space and to brighten the day for your observer). Armed with some solid facts can you suggest people who can talk to the group - or - places to visit?



## EVENTS & MEETINGS

### 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!

### 11th June

8 pm "My Life and Times"  
Talk by Trevor Poxon - IAM  
Deputy Chief Examiner.

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### Please note

All dates are 'the 2nd Wednesday in the month' - unless otherwise stated. There are no meetings in August and December. Do read the dates carefully.

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

*"Skill for Life ....?"*

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## 'THE BLIND DRIVE'

The Beacon Centre for the Blind, Wolverhampton, are organizing a driving challenge taking place at the Cosford Airfield on Sunday 3rd August 2008.

The challenge will be to drive a dual controlled car around an obstacle course blindfolded!

Adults over the minimum legal driving age will be asked to raise £100 towards the Second Site Appeal which will be helping to fund the new Centre building currently under construction.

For more information - contact Barry Butt at the Beacon Centre on 01902.880111 or visit the Beacon Centre web site at <http://www.beacon4blind.co.uk>

*(Submitted by Richard Whelan - WAM Group Member)*

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## OBSERVED AND PRE-TEST RUNS

**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

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## FROM YOUR CHIEF OBSERVER

### Trying to reduce Co2 by planning ahead

Prior to a recent trip of about 140 miles, I made routine safety checks: tyre pressures, fluid levels, cleaned the windows and then we set off. A high proportion of the journey was on the motorway as we needed to arrive at the destination by a certain time. There was good visibility along with light traffic on a good road surface, which enabled us to travel at about 65 to 70mph – somewhat faster than my more usual motorway speed of about 55 to 60.

On the outward journey in my 2ltr diesel, the rev counter was indicating about 2,500rpm most of the time. On the return journey the rev counter was indicating fewer than 2,000rpm. As we were nearing our destination, the pointer on the fuel gauge had moved from the full mark to just approaching the  $\frac{3}{4}$  full mark.

On the return journey, we travelled slower as we hadn't got to be anywhere by a certain time. This time we travelled at about 55 to 60mph. More importantly, the rev counter was indicating fewer than 2,000rpm for most of the journey. The resulting fuel usage was markedly lower. At the start of the return journey, the fuel gauge was indicating *slightly* under  $\frac{1}{2}$  full. At the end of the journey, the fuel gauge had barely moved – which was brought about by planning ahead and careful use of the accelerator and using the appropriate gears.

I am aware non of this is measurable: the fuel gauge gives the driver an idea of how much fuel remains in the tank, but according to the cars' computer, the mpg display was often in the 55mpg area, so on a journey of about 95 motorway miles, I used about 1 and  $\frac{3}{4}$  gallons or  $7\frac{1}{2}$  litres of diesel.

Even on a short journey, to keep the rev counter from moving too far round the dial is important. An expression I recall from several years ago was to treat the accelerator like a tap – the more the pedal is pressed, the more fuel passes through the 'tap', which may not be the most economical way to get from A to B. To move away from traffic lights briskly, then to apply the brakes when approaching the next traffic delay, simply wastes fuel – as soon as the brakes are applied, a proportion of the cars' momentum is effectively 'killed'.

By looking ahead, not using excessive acceleration, much more prudent use of fuel could be achieved by not travelling too fast in hazardous conditions. Although judging how some drivers negotiate various hazards, by using excessive acceleration over a short distance to the end of queuing traffic, then applying the brakes heavily to bring the car a standstill, means to me that the cost of fuel doesn't appear to have an impact on their cost of motoring. A litre of diesel is currently £1.169 at some garages: multiply that figure by 4.54609188, the exact number of litres in a gallon, and the price per gallon is £5.314. Perhaps the reference to 'gallon' should be avoided as it has been many years since fuel was priced in gallons, **BUT** in new car catalogues fuel consumption is **still** measured in mpg with litres / 100km shown in brackets. 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.



## IAM - Driving Tips No. 19 & 20

### SMOOTH OPERATOR

A good, safe drive is about a mixture of techniques, but high on the list must be the need to use the vehicle's brakes in a smooth and progressive way. The IAM (Institute of Advanced Motorists) says drivers need to develop observation and anticipation, so that they can begin braking at an early stage and leave a decent margin for braking more heavily if the need arises. Many drivers tend to brake too late and too hard. Or arguably less dangerous, but equally annoying, some drivers have the habit of "comfort braking" - touching the brakes to enable themselves feel better, even if they have no intention of slowing the car to any measurable degree. They do so in the belief that they are being careful drivers.

It is better by far to learn to read the road ahead. Not only do you get early warning of developing hazards, you can respond by adjusting your speed using only your throttle. Have you ever seen a "cascade" of brake lights ahead of you? An advanced driver will judge the speed and distances involved and, having left a decent gap, be able to follow in safety by letting the speed "fall away" and so avoiding the need to brake. Think too about your positioning on the road. Can you maximise your forward view by putting the vehicle in a slightly different position on the carriageway? This should not be an abrupt repositioning, but a smooth change in your line to enable you to see ahead that little bit better. Careful adjustment of road position improves the view ahead, particularly through corners. Applying these techniques will also help save fuel.

### WHEN TEENAGERS TAKE TO THE WHEEL

How we train our new drivers is under scrutiny this month – because the

Government is still rightly concerned about the number of young driver deaths on our roads. What can a parent do when the time comes for their teenager to take to the road and learn to drive? The short answer is "pay for it" – as there is no substitute for proper professional tuition. But the hands-on parent who wants to help their youngster with practice at the wheel can help make the process less daunting, and perhaps reduce the need for quite so many lessons, before the dreaded L-test. IAM experts argue that drivers who practice with supervision in addition to their lessons with an Approved Driving Instructor (ADI) are more rounded at the end of the process and increase the chances of first time test success. But driving lessons are not getting any cheaper (if only because of the rising cost of petrol the instructor needs). If you want to help your youngster learn to drive, you need to go back to driving school yourself. Be prepared to sit in the back when your youngster has their first driving lessons – but say nothing. Just take it all in. That way you can see and hear for yourself what the professional instructor is advising, and make sure that you reinforce those messages when you are helping on practice drives with your youngster. You have to also realise that your driving style may be an effective one for you as an experienced driver, but not necessarily a direct fit with the syllabus that the ADI will be working to preparing your youngster for the test. The Driving Standards Agency (DSA) also publishes the curriculum on their website – another very useful resource for parents. Please remember too that not every family car is suitable for practicing in, of course: a larger vehicle that has an automatic transmission is of limited use if you know that your youngster will eventually do their test in a manual Micra, for example.

*"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.

## Publicity and your Group

I have now be in involved with the IAM and therefore the Wolverhampton group for about two years, to my mind it has been an interesting time for in many ways it has made me think about driving in general, although I am now retired I still do a reasonable amount of driving much of which is on motorways, throughout my working career I was always involved in driving but driving was not the prime job it was a question of driving to an appointment or a meeting, I realize now that much of that driving was done with little or no planning and in some respects not as safe as it could have been.

We all feel we are a good driver and I would say for the whole time that I have held a driving licence, I have taken pride in driving, to a large extent attitude must be a dominant factor, in the event that we are stressed driving standards must suffer.

When undertaking a journey albeit reasonably local, or long distance the journey must be planned, where necessary maps and other sources of information used in the planning process, and sufficient time must be allowed to undertake the journey involved, these days information on the road and traffic conditions is available through the Internet by telephone and over the radio, and do we always consult as much as we should? have we checked the car tyre pressures, water petrol, oil. its all part of the planning! Another important aspect for long distance planning is when is the best time to travel? in the week the roads including motorways tend to be quieter between 10am. & 3.30 pm. then in the evening after 7 o'clock, at weekends early Saturday morning then late afternoon and the evening, and then early Sunday morning, it does vary to time of year, but planning the time to travel can make the journey so much more enjoyable. We hear of some horrendous accidents these days, we probably all have our opinions as to why these accidents occur, we all have witnessed every day poor driving standards the question must be how do we raise the standard, by our involvement with the IAM. we are demonstrating our willingness to do the right thing ourselves, this is a tremendous commitment that you have.

In the role of Publicity Officer which I have taken on I hope to get the IAM and our own group more widely known at the moment its taking time, if anyone has any ideas on publicity please let me know!

One thing that has impressed me is the hard work and dedication that the committee members and observers put in we all need to give a large vote of thanks to them The Institute Of Advanced Motorists is a highly respected organization we need to support it as much as we possibly can attending meetings and other functions will help us all in the long run, .

Let me know what you think it can be changed!

**Derek Wheeler – Group Publicity Officer**

*“...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? Well - why not? Eh?**

### 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 annual 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! We 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 pro-

gram 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 October

Tony Robson - Editor.

### Committee & Trustees

- **President**  
Bill Goodreds
- **Vice Presidents**  
Joe Brooks  
Judith Rowley
- **Chairman**  
Paul Williamson  
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07966.131778
- **Treasurer**  
Graham Foulkes  
01902.896492
- **Membership Sec.**  
(see Group Secretary)
- **Chief Observer**  
Geoff Davis  
[geoff@davis9526.fsnet.co.uk](mailto:geoff@davis9526.fsnet.co.uk)  
01902.763478
- **Newsletter Editor**  
(see Group Secretary)
- **Minutes Secretary**  
(Vacant)
- **Associate Controller**  
(see Chief Observer)
- **Test Administrator**  
(see - Associate Ctrlr.)
- **Events Coordinator**  
Garth Jones  
07786.086277
- **Publicity Officer**  
Derek Wheeler  
01902.758833
- **Additional Trustees**  
(Vacant)

## 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*  
£99 ('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 1<sup>st</sup> 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.

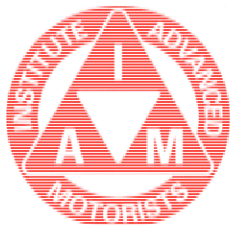


Group 3081

**GROUP MAIN CONTACT:**

Wolverhampton Advanced Motorists  
Group Secretary  
Phone: 07966.131778  
Email: tony.robson@mypostoffice.co.uk

*'Skill for Life.'*



**Institute of Advanced Motorists**

Registered Charity: 249002

**Wolverhampton Advanced Motorists**

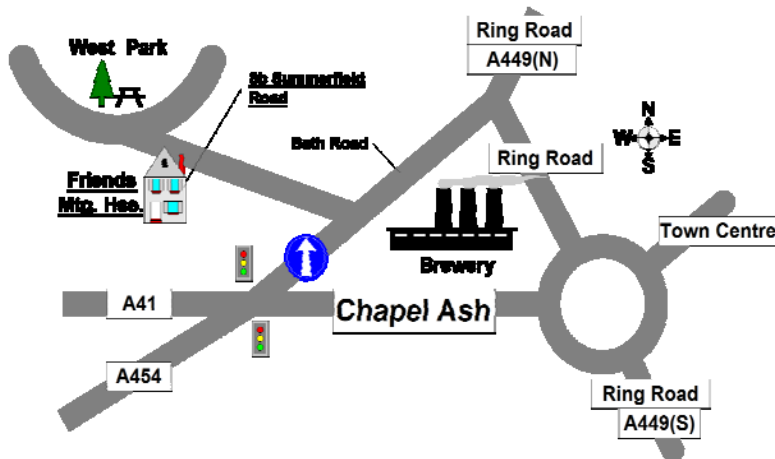
Group: 3081

Registered Charity: 1053330

**Group WebSite:**

[www.geocities.com/wolvesiam](http://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**

- 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:**

- (Wolverhampton) Sam Basily, Peter Carroll, Alex Haynes & Michelle Stanley
- (Brewood) David Copcutt, Paul Fisher
- (Kingswinford) Niki Hunt

- (Bishops Wood) Ann Peters & Chris Peters
- (Essington) Sue French,.
- (Wheaton Aston) Louise Jones.
- (Featherstone) Annette French, Shirley Parsons, Lisa Parsons, Dave

Fellows, Samantha Bates, Pauline Malpass, Gail Nicholls, Scott Nicholls, Steve Tolley and Emma Farrington.

- **Apologies** - space limits putting all new members in this issue but you will be in the next! (Editor)

**TEST PASSES**

- Terry Keasy (Obs. Nigel Packer)
- Gary Giddings (Obs. Graham Trusselle)
- Paul Hampton (Obs. Roy Richards)
- Paul Powell (Obs. Roy Richards)
- Roy Sainsbury (Obs. Carole Woodhead)
- Nicki Dalloway (Obs. James Whalen)
- Dave Copcutt (Obs. Carole Woodhead)
- Alex Haynes (Obs. Roy Richards)
- Sukhi Sahota (Obs. Roy Richards)
- Samuel Basily (Obs. Rod Matthews)

**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

**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.