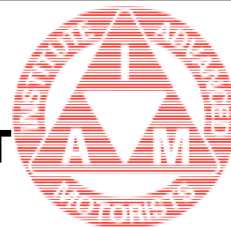


# THE RESPONSIBLE MOTORIST



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**Special points of interest:**

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



Group 3081

## CHAIRMAN'S COMMENT

!.  
Paul

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### "WAM GROUP AGM - 13TH MAY 2009"

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

At this meeting those committee members whose elected period of serving is up will be seeking re-election. However, as in past years we are also seeking new blood on your committee. There can be up to 15 members but currently we only have just 6 to encompass all required positions. This has been an ongoing item over the years in your newsletter asking for the membership to give time for the better running of your group.

Please take some serious time to consider whether you can help your Group even if just in a small way!



## EVENTS & MEETINGS

### 13th 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!

#### 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* — see the map on the last page.

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## GROUP TEST PASSES - PAGE 8

- Ed Taylor (Obs. Nigel Packer)
- Steve Ingleby (Obs. Graham Foulkes)
- Andy Rhodes (Obs. Roy Richards)
- Louise Jones (Obs. Rod Matthews)
- Paul Fisher (Obs. Roy Richards)
- Mark Lines (Obs. Roy Richards)
- Pauline Malpass (Obs. Paul Williamson)

#### **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.

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

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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

### Speed Limits and Speed Cameras

There is a new speed camera being trialled before being installed nationally. Watchman Traffic Cameras can detect and calculate the approach speed of vehicles using radar. If the speed is higher than the speed limit, it will photograph the vehicle as it passes the camera site, even if the driver has reduced speed - you're still likely to receive a speeding fine.

If you regularly drive in areas you are familiar with you are likely to be aware of various speed limits and where safety/speed cameras are situated. In these circumstances, you can normally prepare to pass the camera at or below the speed limit. It might be an idea to be able to familiarise yourself with the various cameras: when one of a new design appears it might be the Watchman. If on the other hand, you venture 'out of area', then you see a speed camera warning sign, it sharpens your awareness of a number of factors. One would probably be 'what is my present speed?' and 'what is speed limit in this area?' It may be that you need to travel a short distance before you see a repeater sign or a change of speed limit sign to check that you are travelling within the area speed limit.

Recently, I was travelling along a main dual carriageway approaching road works where the carriageway was reduced to as single lane. I had passed speed camera warning signs as I approached the temporary mandatory speed limit signs of 40mph. I was travelling slowly as I needed to do a U turn - just a few yards ahead. On the right hand side of the carriageway, set in the central reservation, just in front of a large oak tree, slightly obscured, was a speed camera. In this particular case the position of the camera, a smaller version of the standard Gatso, is specifically designed to target motorists travelling in excess of 40mph, probably as they pass slower vehicles at the last moment before the closure of lane 2 by tapering cones towards the white line lane divider.

On the same journey travelling along the motorway, also approaching road works, a mandatory speed limit of 40mph was in operation. The signs indicated that 'average speed cameras' were in use. These are SPECS cameras. SPECS cameras measure your speed between two points. If the vehicle passes the next SPECS speed camera in a shorter time than a police car used to time the section, then the driver is likely to receive a speeding fine. I entered the restricted area at about 40mph as I was going to leave at the next junction which was only 2 or 3 hundred yards away, even so, I was being overtaken at breakneck speeds - before many moments had passed they were out of sight as they followed the gradual bend of the road into a SPECS camera section.

These may only be temporary measures whilst the road works are in operation, but you can bet they're likely to be effective.

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.**

## 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.

*“Skill for Life ....  
Could that also be for  
‘Skills are for a life?’”*



## Driving home skills with the IAM test

(Article by Peter Carroll of the "Express and Star" - 10th March 2009)

Those lucky enough to have passed their driving test long ago tend to tend to forget what a traumatic experience it can be,

Not me. I recently took the advanced test run by the Institute of Advanced Motorists and was a bag of nerves the night before as I brushed up on my Highway Code.

Early on the morning of my test my examiner phoned, offering to reschedule it due to the weather.

No way, I thought. Anyone wanting to be considered an "advanced" driver should be able to cope with all types of adverse weather conditions.

It was only when I went out to start the car that I realised that it was -6 deg C and many side and rural roads were in a treacherous state.

Still the sun was out, the roads were sure to improve – and it was now too late to pull out.

I met my examiner at a garden centre near Stourbridge and the 90-minute test got under way. It's very similar to a regular driving test, only a lot longer and with less margin for error. Straight away we headed down a long hill with a 30 mph limit. The tendency here is to let the car run away with you and for the speedo to creep up to 35 mph – which would result in failure.

I doggedly kept to the legal limit and we carried on to a housing estate where I performed some turns and manoeuvres.

"You're doing all right but try and relax a bit, Peter," urged my examiner. "Stop hunching your shoulders and let it flow."

He was right of course. Driving should be done in a smooth, natural manner. But it's also vital to remain alert, as my IAM Observer Paul Williamson had emphasised repeatedly during our practice sessions.

"For me the key issue is awareness," says Paul, chairman of the Wolverhampton branch of the IAM.

"What I try to do is make drivers more aware of their surroundings to look into the distance for potential hazards. You'd be amazed how many people only focus on the narrow area a few yards in front of their car."

His view is that most accident situations can be averted if driver are alert and scan ahead for potential hazards.

In the end, his expert and patient tuition paid off and I passed. The examiner picked out a few flaws in my technique, notably a tendency to drive in a too higher gear, but overall there was nothing bad enough to compel him to fail me.

I was naturally delighted to pass - but reckon tha just attempting the advanced test programme had turned me into a better driver, with a greater appreciation of the hazards on the road.

Some people may find aspects of the IAM approach to driving a little finicky: you have to hold the wheel in a certain way and there is correct sequence to be followed when pulling to a halt.

But so much of it is good sense that you're bound to improve your skills at the wheel.

Now that I'm an advanced driver Paul informs me that there's a further "special assessment" which is regarded as the ultimate advanced test. It takes a three-hour supervised driving stint, followed by a grilling on some 1,500 aspects on road safety.

I told Paul I might give that one a miss.

"I don't blame you," he replies. "I haven't even done that one myself."

- The Wolverhampton branch of the Institute of Advanced Motorists can be contacted through Tony Robson on 07966.131778

*"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.

## IAM Driving Tip No. 49

### Want a drink? Then don't drive

The IAM (Institute of Advanced Motorists) has this week issued a simple reminder to keep safe on the road this Christmas: if you are going to drive, then don't drink, if you are going to drink, don't drive.

With the seasons festivities upon us between Christmas parties and family gettogethers

we can all get a bit carried away. Christmas can be a time of overindulgence and the odd tipples to toast the festive season is too easy. The IAM says that even the smallest amount of alcohol can affect a driver's ability to drive. People's tolerances to alcohol are different depending on factors such as their weight, metabolism, gender, age, what they have eaten, their stress levels and the amount of alcohol they have taken.

So remember that house party measures will be much larger than those typically served in pubs. A driver who thinks that they will have had "just one" could be very much over the drink-drive limit and be unaware of it. Alcohol remains in your system the next day and for how long depends on all of the factors mentioned above. Make a point of leaving your car keys at home if you are going to a party. Unless you have more alternative transport arrangements, those car keys may tempt you to get behind the wheel when you shouldn't.

Media Contacts  
IAM Press Office 0208 996 9777  
ISDN line available

*"...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:**  
**- 19th Sept. 2009**

Tony Robson - Editor.

### Committee & Trustees

- **President**  
Bill Goodreds
- **Vice Presidents**  
Joe Brooks  
Judith Rowley
- **Chairman**  
Paul Williamson  
[wv95lj@tiscali.co.uk](mailto:wv95lj@tiscali.co.uk)  
07969.487549
- **Secretary**  
Tony Robson  
133 Elston Hall Lane  
Wolverhampton  
WV10 9HD  
[tony.robson@mypostoffice.co.uk](mailto:tony.robson@mypostoffice.co.uk)  
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**  
Roy Richards  
01902.670753
- **Associate Controller**  
(see Chief Observer)
- **Test Administrator**  
(see - Associate Ctrlr.)
- **Events Coordinator**  
(Vacant)
- **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.

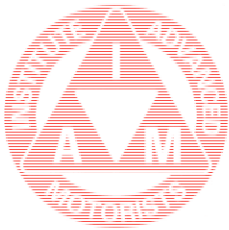
• *If your are a Group Observer* - you must be a fully paid up member of both.



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**

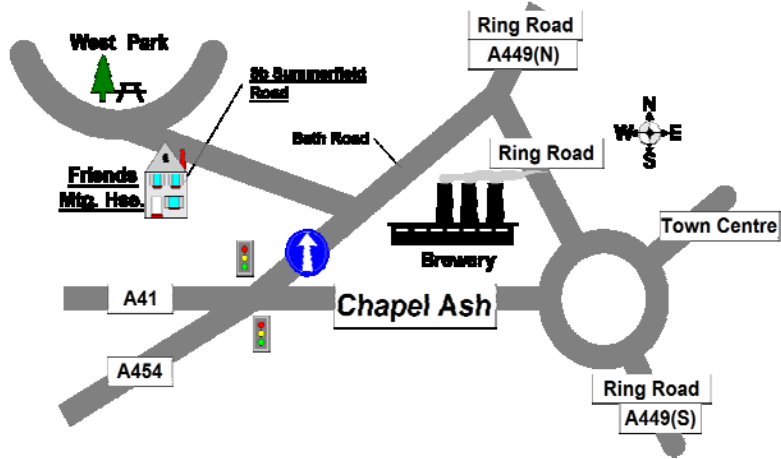
Group: 3081

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:

- (Walsall) Claire Kingston
- (Dudley) Ken Lloyd
- (Wednesbury) Pat Pickering
- (Wolverhampton) Joe Silman
- (Solihull) Mark Lines
- (Wolverhampton) George Davis

## TEST PASSES

- Ann Peters (Obs. Rod Matthews)
- Chris Peters (Obs. Rod Matthews)
- Dave Fellows (Obs. Carol Woodhead)
- Scott Nicholls (Obs. Carol Woodhead)
- Michelle Stanley (Obs. Roy Richards)
- Shirley Parsons (Obs. Carol Woodhead)
- Sue French (Obs. Paul Williamson)
- Mike Page (Obs. Paul Williamson)
- Sam Bates (Jeff Tonks)
- Nicki Hunt (Obs. Nigel Packer)
- Emma Farrington (Obs.

Carol Woodhead)

**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.