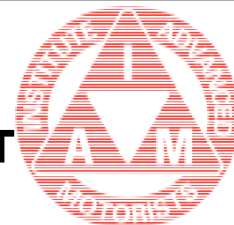


THE RESPONSIBLE MOTORIST



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CHAIRMAN'S COMMENT

Times change and like many things rules change and the **Continuous Insurance Enforcement (CIE)** regulations come into effect during January. These regulations introduce a new offence to be the registered keeper of a vehicle which may not be covered by insurance following a check against the Motor Insurance Database (MID), even if the vehicle is not driven on the road. It is perhaps a reminder that we should keep not only our personal driving standards to the highest possible level but that ignorance of the law is no excuse and perhaps a glance into that well known Rule Book the Highway Code should be a priority at some stage over the coming weeks and months. I am never ceased to be surprised at how the Great British driving public handles the cold weather the freezing conditions and the snow we have had over recent weeks. Recently I was out playing the family "taxi service" on one of the days a Saturday in December, when the last significant amount of snow fell. Yes I was witness to some absolutely inappropriate driving actions of others through their lack of skill and appropriate judgement. In my first draft of Chairman's report I put down my comments and feelings about both the responsibility and the skill of others. However, upon reflection shouldn't we as Advanced drivers be more concerned with our own skill and ability? The one thing which is now lacking in this area of the country is a skid pan for people to practice their skills should ever things go in an unexpected way. If any of you know of one closer than a hundred miles away please get in touch. Our group is in need of new members and needs new recruits as we are presently at an all time low for new joiners. So my challenge to each and everyone of you, if you know of someone who might benefit of our education and guidance make sure they know that we and the IAM are there. With this in mind finally can I mention a new IAM product is about to be launched called "Momentum" targeted at younger drivers as a driving assessment. At just £40 this gives a balance of both an online assessment and a practical driving assessment with an IAM examiner. It is publicised on the new look IAM website which if you haven't visited recently has undergone a makeover and I would be interested if you like its new look. I hope to hear from you soon.

Safe driving in 2011

Paul.

GROUP MEMBERSHIP 2011- RENEWAL

Yes, folks that time is upon us once more! Where has this last year gone too? Enclosed with this issue you should find your Group Application Form for you to complete together with documents to do with our AGM in May.

It would be appreciated if you could respond in a timely fashion (*before April 1st please*) by:

- Completing your Group Application Form, entering and deleting as applicable. Then pop it into an envelope together with a cheque for the required amount and post it to the Membership Secretary whose contact details are on page 7 of this newsletter.
- Or—'Not renewing?' - please tell the Membership Secretary. It saves hassle at a later date!





EVENTS & MEETINGS

9th February

8pm - "Road Haulage Association" - a talk by Mike Farmer—about aspects of Road Law covering HGV's and problems effecting the Haulage Industry.

9th March

8pm - "All vehicle licences that are available" - a talk by Steve Tew—transport consultant who holds all licences & has worked in the transport industry for many years.

13th April

8pm - "IAM Examiner Evening" - a talk by Mark Wakelam (Local Examiner) —an informal talk , hints & tips on driving & the IAM test.

9th February

8pm - "Road Haulage Association" - a talk by Mike Farmer—about aspects of Road Law covering HGV's and problems effecting the Haulage Industry.

• Associate Evenings

17th February (7.30pm)

21st April (7.30pm)

• Observer Evenings

17th March (7.30pm)

16th June (7.30pm)

Note: Attendance is expected on these evenings.

Please note

All dates are 'the 2nd Wednesday in the month' - unless otherwise stated. There are no meetings in December.

Do read the dates carefully.

Our normal venue — see the map on the last page.

??

"Skill for Life?"

ASSOCIATE OBSERVED & PRE-TEST

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

Attendance at 'Associate Evenings' by Associate Members—is expected.

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

FOG

During a recent spell of patchy fog, people had been contacting a local radio station encouraging motorists to 'put their lights on' as they had seen many vehicles without lights on – clearly a potentially dangerous situation.

A high proportion of drivers where I was travelling did indeed have their lights on. Some had headlights along with front fog lights and additional lights of various descriptions switched on. Whilst others had alternative bulbs giving different colours whilst others chose the more extreme blues and some had lighting which changed colour as they approached.

For a while, traffic was moving reasonably well. The fog was patchy - perhaps sparse would be a better description. Visibility was in excess of 200mtrs. A high proportion of drivers had put their red fog lights on, and left them on even when in standing traffic queues. The dazzle these lights cause, especially when daylight, due to weather conditions, changes to twilight in the evening. It appeared that on this occasion that those queuing never considered that their rear fog lights would be dazzling the driver behind as the one ahead was dazzling them, so they didn't turn their lights off – they kept them on. On some cars the brake lights are close to the red fog lights so it becomes more difficult to distinguish when a driver is braking.

The use of the rear fog lights is to illuminate your vehicle when it is the last in a queue or perhaps the only one on that stretch of road in poor weather conditions, with visibility of less than 100mtrs, which would include hail, heavy rain, snow and fog – in fact any condition which limits visibility. When someone appears in the rear-view mirror, consider turning off the bright red fog lights when they are less than about 50mtrs away. When they have passed, turned off, or stopped and no one else is behind, turn the fog lights on again if the weather conditions haven't improved – but surely not for use in queuing traffic!

'Walking along a footpath'

After a short walk round a market town, we were a just few feet from our car, when, as I looked down I noticed a front nearside bumper about 12 inches from my right leg. I hadn't heard this car approaching as there was a lot of noise at the time.

The driver who was about to park his large car, had passed a parked car, drove onto the footpath behind us and continued to create an arc some 2 ½ - 3 feet from the kerb, before reversing into his chosen parking space. Coincidentally, we were walking along the footpath at the same time.

Surprised, I veered to my left, possibly to avoid contact, the driver got over of his car. He said 'Got a problem'? No, I said. He then quickly walked off to a shop.

I had considered reporting the situation, but didn't want further problems on our 40 mile journey home.

Moral: Don't walk too close to the kerb – someone may want to use the same footpath to assist their parking!

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

Attendance at Associate Evenings—is expected.

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 News Release

The IAM (Institute of Advanced Motorists) today welcomed the new government's commitment to a wholesale review of the MoT. Neil Greig, IAM Director of Policy and Research said: "With MoT failure rates of around 21% for three year old cars it is essential that the underlying reasons for so many relatively new cars failing are investigated before any changes are made to MoT test frequency."

The key questions the IAM want to see answered by the review are:

- Why are first-test pass rates in some European countries better at four years than UK pass rates after three years?
- Does the three-year UK MoT test unnecessarily "gold plate" the European minimum requirement for roadworthiness – at a cost to UK motorists of £465 million a year?
- Would the application of European minimum standards be enough to guarantee roadworthiness of UK cars?
- Is there any evidence that accidents due to vehicle failure are greater in countries that wait four years for a first compulsory roadworthiness test?
- In the UK, only garages carry out tests *and* supply the parts and labour needed to rectify faults. In some European countries, testing and rectifying procedures are separated - should we consider the introduction of independent testing centres?

Mr Greig continued: "When three-year warranties and service agreements are common, a high rate of MoT failure does beg all these questions and more: 'Is it because garages do the MoT test *before* the three-year warranty service instead of after it, which fuels motorists' suspicion that the MoT is being used to show that the service has been done properly?', 'Manufacturers' service schedules do not cover all the points needed to pass a MoT test – why not?' and finally 'Are high failure rates down to motorists failing to maintain their cars properly?'"

First-time MoT failure rates (2007), supplied by VOSA

In 2007, 21.6 per cent (580,754) of three-year old cars failed their first test. Among 836,646 individual failure

faults, the top 10 were:

- 1 Lighting and signalling 271,567
- 2 Tyres and wheels 155,489
- 3 Drivers view of the road (Cracked/chipped windscreens, other obstructions) 120,095
- 4 Brakes 110,327
- 5 Steering and suspension 99,798
- 6 Fuel and emissions 23,634
- 7 Reg plates and VIN (vehicle identification number) 19,047
- 8 Seatbelts 11,271
- 9 Body and structure 7,705
- 10 Road wheels (loose, missing wheel nuts etc) 5,746

European comparisons

Figures supplied to the IAM Trust by European motoring organisations show that in some countries where they apply the EU-minimum four years for the first roadworthiness test, the failure rate is lower than in the UK (21.6 per cent), eg France 5.61 per cent, Switzerland 17.5 per cent and Norway 19.9 per cent. However, the failure rate in Spain is higher than the UK, at 32 per cent.

In countries that also test for the first time at three years, failure rates are far lower than in the UK (Germany 4.8 per cent and Austria 10 per cent).

*"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.

Group Trips and Publicity Events

JCB—Nigel Packer to arrange as per Derek Wheeler??????????

The details for the visit to JCB.:

- Factory tour only Monday-Thursday 10a.m. or afternoon 1 p.m. £12 per head 10 people or more . No children under 15 years allowed.
- Factory tour and cooked breakfast arrive at 9 a.m. £17-50 per head.
- Factory tour and 2 course lunch--£20 per head 15 people or more. Morning arrive at 10 a.m. or afternoon arrive at 12 a.m.
- Factory tour and afternoon tea arrive at 1 p.m.---no cost given.

“...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? Me? Yes, you!!**

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: - 23rd April 2011

Tony Robson - Editor.

Committee & Trustees

- **President**
Bill Goodreds
- **Vice Presidents**
Joe Brooks
Judith Rowley
- **Chairman**
Paul Williamson
chairman@wolvesiam.org
07969.487549
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07966.131778
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- **Membership Sec.**
(see Group Secretary)
- **Chief Observer**
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01902.763478
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(see Group Secretary)
- **Minutes Secretary**
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01902.670753
- **Associate Controller**
(see Chief Observer)
- **Test Administrator**
(see - Associate Ctrlr.)
- **Events Coordinator**
Carol Woodhead
carol@carolwoodhead.orphome.co.uk
07966 185843
- **Publicity Officer**
(Vacant)
- **Committee Member**
Nigel Packer
01902.897203
- **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
£139 ('Skill for Life')

Associate Membership Renewal - £12

Full Membership (effective each 1st April) - £12

Family / Joint Membership (2 Full members at the same address—effective

each 1st April) - £18

Cheques - please forward them (payable to 'W.A.M.' with your Group Membership number on the back) together with your completed form to:

Tony Robson
133 Elston Hall Lane
Bushbury
Wolverhampton
WV10 9HD

Associate Membership

Upon joining usually as part of the IAM 'Skill for Life' program. Within this program you get the cost of your Advanced Test and your 1st years IAM and group memberships (the latter being refunded should you not pass the test).

Literature - is part of this package and comprises 'Passing your Advanced Driving / Motorcycle Test'

and 'The Highway Code'

Guidance - from the group Observer assigned to you up to the day of your advanced test. This also requires a successful pre-test run/ride with a Senior Observer before a recommendation to apply for the IAM Advanced Test can be given.

New Members - are required to complete the Group Membership Form which will be sent to you upon contacting our Group.

Full Members - please note

London Membership - is required in addition to that of your Group.

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

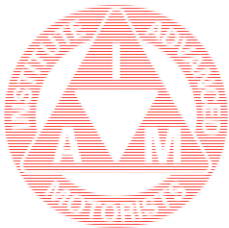


Group 3081

GROUP MAIN CONTACT:

Wolverhampton Advanced Motorists
Group Secretary
Phone: 07966.131778
Email: secretary@wolvesiam.org

'Skill for Life.'



Institute of Advanced Motorists

Registered Charity: 249002

Wolverhampton Advanced Motorists

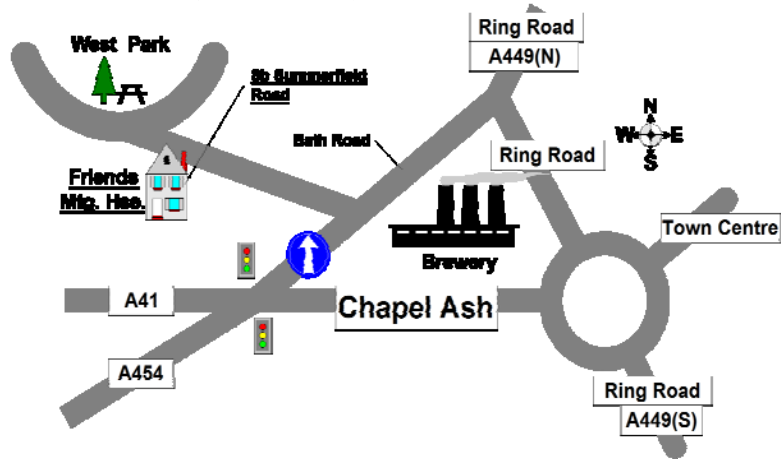
Group: 3081

Registered Charity: 1053330

Group Website:

www.wolvesiam.org

*"...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:

- (Dudley) Patricia Lloyd
-

TEST PASSES

- Colin Hunt (Obs. Carol Woodhead)
-

life' by this passing on and guidance.

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

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.