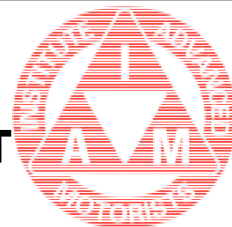


THE RESPONSIBLE MOTORIST



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Special points of interest:

Observed / Pre-test Runs.

Events & Meetings for you to attend.

Associate responsibilities.

Membership requirements.



Group 3081

CHAIRMAN'S COMMENT

Safe Motoring and I look forward to seeing you hopefully at on of the forthcoming Group evenings or events.

Paul

GROUP TRIP—OCTOBER 2011

Visits are being arranged to:

- **Morgan Car Company**— in Great Malvern on Wednesday October 12th with a 2p.m. start. Back by popular request—a really fascinating place, well worth going to. Again book early as you may be trampled upon by others wishing to go too!
- **RAC Centre (M6)** - you will have passed this place many times—or even parked outside it on the M6 while tapping your steering wheel in a traffic jam—Yes??

See page 5 for further trip and contact details.



EVENTS & MEETINGS

10th August

8pm—"West Midlands Police Force—Traffic Unit" - a talk by PC Steve Rogers about this unit and its role in our area.

21st September (3rd Wednesday)

8pm—"Wolverhampton Trading Standards" - a talk by William Humphries on the work in this Department. You will be aware that this is a very broad topic from recent TV media reportage!

13th October (Thursday)

8pm—"West Midlands Fire Service" - again - but this time your Group has 'gone to the dogs' - this will be a talk by Matt Dixon (a Fire Investigation Dog Handler)

about the work of the Fire Dogs. PLUS he will be bringing the dogs to this meeting!!!

9th November

8pm—"St. John Ambulance Service" - A talk by Sam Lukes about 'first on the scene' first aid and the work of this Service.

CAROL—more info!!

- **Associate Evenings**

17th February (7.30pm)

21st April (7.30pm)

- **Observer Evenings**

XXXXXXXXXXXXX ?????

Note: Attendance is expected on these evenings.

****Please note****

All dates now vary in any

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.

MEMBERSHIP & TALKS/MEETINGS

- **Group Membership Detail**

Members are reminded that **any** change in their detail previously supplied to the Group via a Group Application Form on joining or renewal of membership needs to be passed to your Group Secretary as soon as they happen. We cannot effectively contact you if your detail on our database is out of date.

- **Talks/Meetings**

In order to try and attract members that find that our standard meeting night each month clashes with other things in their social life we have now varied our meeting nights in September and October. **What do you think on this?** Any other suggestions that would allow you to attend group nights?

"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

The Mini Island

On a recent drive along a dual carriageway, we needed to turn back to go along the opposite carriageway at the earliest opportunity. The junction where we needed to turn back has traffic lights and 'no U turn' signs. Being aware of this long standing situation, we approached this particular junction in the left-hand lane and turned into a side road. After about 100 metres or so along this road, there is a mini island which has been in situ for many years.

At this junction it is possible to follow the island round and return to the dual carriageway to turn to the right and for us to continue our journey.

The driver ahead in a green car needed to do the same manoeuvre – he too wanted to drive along the opposite carriageway of the main road, so he used the mini island to do a U turn – he simply wanted to follow the island round to the traffic lights to turn right. There was a fast moving silver car about 150 metres from the mini island. When the green car started to go round the island, the silver car needed to 'Give Way'.

What happened next was simply appalling.

The driver of the silver car was driving fast towards the mini island: he was going straight on towards the traffic lights – he thought the green car was turning to his right, across his path and out of his way, so there was no need to slow down. But when the green car continued round the mini island, the silver car was approaching too fast and he fled across the raised part of the island: he was travelling too fast to stop. There was nearly an accident brought on by speed as the silver car was to the right of the green car exiting the island area.

A few metres off the island, the driver of the silver car, now to the left of the green car and had started to sound the horn, his window went down, he began to shake his fist then fingers were shown to the other driver in an intimidating way. At this time, both cars had almost stopped. There was plenty of rage from the driver of the silver car. Both cars went on to the stop-line of the red traffic lights. When the lights changed the driver of the silver car, incensed with rage, turned right from a left turn lane and forced the driver in the green car to stay in the off side lane with the silver car close by on his left where he continued to harass the other motorist. Along the main road they drove, side by side, the silver car swerving threateningly.

By this time we had reached where we needed to turn off the dual carriageway. I didn't take a note of the registrations – everything happened very quickly. But the driver of the silver car was certainly a bully – he was looking for someone to vent his anger on.

I've heard it said that there could have been an earlier incident which happened to the driver of the silver car which made him see red – now he's looking for someone to 'have a go at' on this occasion totally unjustified.

When driving try to see the bigger picture - could anything have been done to avert what happened on that evening? I dare say the driver of the green car will remember the event vividly and will probably replay the finer points, at least for a while.

Till next time – be vigilant – take care – drive safely!

Geoff Davis, Chief Observer.

Till next time - Be vigilant-take care-drive safely!

*“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 Releases / Tips

Is 80 the new 70?

19 May 2011

More than 70 per cent of drivers and riders think that the UK motorway speed limit should be increased by at least ten mph according to an IAM poll of over 2000 people.

Not only do people feel that the limit should be higher, almost 60 per cent say they would be more likely to stick to an 80mph limit than they are to the current limit of 70mph.

Nearly 60 per cent of people also admitted to travelling above 70 mph when traffic is free-flowing and uncongested, with 20 per cent of those travelling at 80 mph or faster. The survey reflects the latest DfT research of free-flowing motorway speeds, which found that 52 per cent of cars exceeded the 70 mph speed limit and 16 per cent travel at 80 mph or faster.

IAM director of policy and research Neil Greig said: "Even though motorways are the safest roads, increasing the motorway speed limit is a controversial subject. This is why we want to see a trial to test its impact on road safety, fuel consumption and driver behaviour.

"A new 80 miles per hour limit would need to be properly enforced to make sure that it does not become an excuse to drive at 90."

"Shortening journey times for people travelling at quieter times, as transport secretary Philip Hammond suggests, is a good idea, providing it doesn't have a negative effect on safety."

Blues and Twos: How to drive to aid the progress of emergency vehicles.

19 May 2011

Loud sirens and flashing blue lights cause many motorists to panic, mainly because drivers are not routinely taught how to respond to them. Emergency vehicle drivers want you to help them reach the emergency they are trying to get to so that they can deal with it as quickly as possible. Behave calmly, legally, safely and predictably and move out of the way as soon as it is safe to do so.

- 1. Keep calm** – if you hear a siren or see blue lights, turn off your music so you can concentrate, and take a few seconds to plan your next move. Panicking and stopping in the wrong place will just snarl up the traffic and delay the emergency vehicle more.
- 2. Stop** – look for somewhere to pull over, and stop if it's safe, even if the emergency vehicle is on the other side of the road. Consider using your indicators, but only if it won't confuse other road users.
- 3. Stay safe** – avoid pulling onto kerbs, pavements and verges. Verges can hide a multitude of hazards, and moving onto the pavement can put pedestrians at risk.
- 4. Stay legal** – at traffic lights or junctions, emergency drivers will try to find their way around you. If you go through a red light or into a bus lane, unless directed by a police officer to do so, you are breaking the law and could be fined, irrespective of your good intentions.
- 5. Finally** – be aware that there may be more than one emergency vehicle coming. Listen for different sirens, look all around before moving off, and bear in mind you may need to move over again

The IAM is the UK's largest independent road safety charity, dedicated to improving standards and safety in driving, motorcycle riding and cycling. The commercial division of the IAM operates through its occupational driver training company IAM Drive & Survive. The IAM has more than 100,000 members in the UK and Ireland. It is best known for the advanced driving test and the advanced driving, motorcycling and cycling courses. Its policy and research division offers advice and expertise on road safety.

*"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 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.

•I just didn't see you.

Group Trips and Publicity Events

• Morgan Car Company

This is a return visit to this very popular venue on Wednesday 12th October 2011 at 2 p.m. This famous car manufacturer is based in Spring lane, Malvern. The maximum group size for this visit is 15 with a charge per person of £10. The tour of this car company will last approximately 2 hours. This is a fascinating chance to witness the production of a car still using wood as a major component.

If you are interested can you contact—Nigel Packer on 01902 897203.

To book your place and he would appreciate a cheque deposit of £5 per person payable to WAM (Wolverhampton Advanced Motorists) as soon as possible.

• RAC Centre (M6 Walsall)

After some years we have arranged another trip as there will be quite a few members that may not have had the opportunity to visit this place, although will have no doubt passed it many times on the M6 (or even had time to look at it more closely while stationary in your car). Visit date is Tuesday 22nd November 2011 with a 6-6.15pm start. Party number is restricted to 12 persons with a fee of £2 per head.

If you are interested can you contact—Nigel Packer on 01902 897203.

To book your place and he would appreciate a cheque deposit of £2 per person payable to WAM (Wolverhampton Advanced Motorists) as soon as possible.

“...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:

- WHEN????

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
- **Treasurer**
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(see Group Secretary)
- **Chief Observer**
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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.or
angehome.co.uk
07966 185843
- **Publicity Officer**
Nigel Packer
01902.897203
- **Committee Member**
(Vacant)
- **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.

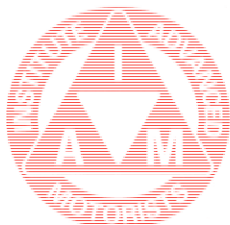


Group 3081

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

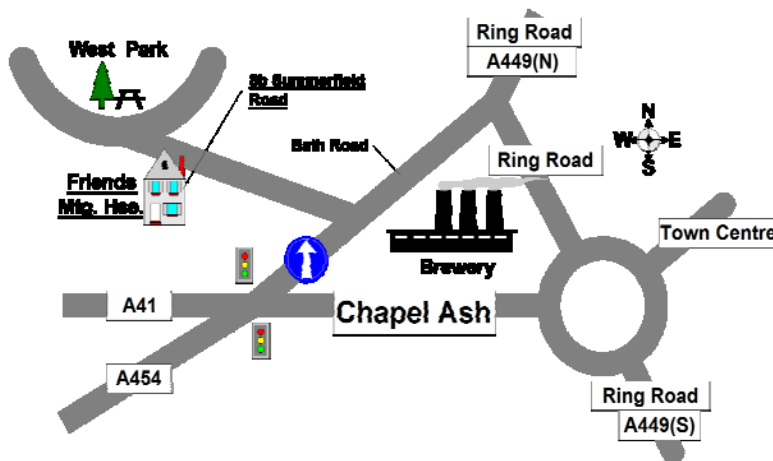
Group: 3081

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 / IAM MEMBERS

Welcome to Associates:

- Phil Sharpe
- Paul Flavin
- Sarah Trusselle
- Phillipa Belam
- Emma Greenhood.
- Adam Kidson.

Welcome to IAM Member:

- Russell Troman.
- Roland Styles
- Matthew Knowles
- Shanette Jones

Welcome to IAM Member:

- Melina Timmins.
- Alec Wortley
- Alan Bates

TEST PASSES

- Neil Watford (Obs???)
- Phil Sharpe (Obs????)
- Richard Woodward (Observer Tony Robson)
- Sarah Trusselle (Observer Rod Matthews)
- Paul Flavin (Observer Roy Richards)

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.