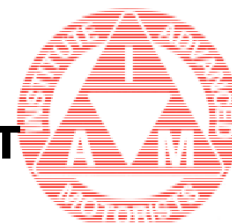


THE RESPONSIBLE MOTORIST



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CHAIRMAN'S COMMENT

Like many people we make New Years resolutions hoping to do things better and different to what we have previously done. This promises to be a year of change and transition for a number of us in our Group. Change itself is only to be expected some times with the only thing we can have influence on is the rate of change as we have to accept it will happen.

For our group our Observers will need to update their qualification ideally during 2015 as the new nationally recognised and industry recognised qualification, accredited by the IMI to which successful Local Observers become a member. Similarly our present Senior Observers have been asked to consider becoming a National Observer again a higher qualification recognised by the IMI.

Here I hope you will join with me in congratulating **Roy Richards** who has successfully taken and passed his National Observer test and in doing so was the Group's first member who has attained this new qualification. Congratulations Roy!

These new qualifications are very much of the standard and content of what we have known to be. Additional structure has been put around them allowing the implementation of a consistent National standard.

As ever at this time of year I am asking you to open your diaries and offer some of your time to assist at Group events later in the year. There are dates I am asking you to pencil in your availability to assist with one or more of them, please see the Group Events section. Please lookout for other new events as we would like you to inform us of any suitable ones which we could attend to raise the profile of our group and to hopefully recruit new associates and members. Ideally our attendance would be free or at a nominal charge based on the fact we are a charity and as trustees have a responsibility to be effective in our operations. Can you forward such contact details to me or any Committee member. If there are dates when you can commit to be available on a weekend over the summer period but if you cannot make any of those events listed do get in touch with me as there are others we might like to attend. We need others to attend, not just the same handful of people to support our Groups events.

As those of you who are avid readers of the 'Advanced Driving' magazine you will be aware that membership of the IAM is, at last, on the up. This now needs to be the next objective for our Group as we need to stop and change the slow but continuing decline in group membership over recent years. In the coming weeks, possibly before the next Newsletter your annual group membership renewal forms will be sent out to you. We would appreciate your continued support by membership of your local Group.

Until the next time safe Winter Driving!

Paul Williamson

GROUP MEMBERSHIP RENEWAL 2015

You will have had, or be having shortly, a group membership form by e-mail or post depending on how your stated preferences are regarding group mail. Please complete and return it as soon as possible to your Group Membership Secretary together with the appropriate monies (preferably a cheque).

Apart from just renewing membership it also updates our contact information meaning that we are better able to keep in touch with you. However as life changes within the group year our contact detail can change in the interim, so please do remember to tell us when your e-mail address, telephone, etc. are modified, as it happens.

It is important to all that we only contact you appropriately. Please help us to help you!





EVENTS & MEETINGS

11th February (Wed.)

8pm—Do to an unavoidable cancellation by this talker, alternate booking being sought.

11th March (Wed.)

8pm— Talk by Mike Lovelock (ex.IAM Staff Examiner) on '30 year in the Metropolitan Police'.

8th April (Wed.)

8pm— 'Examiner's Night ' - with Mark Wakelam (IAM Examiner) - your time to ask the questions!!

13th May (Wed.)

8pm— **Group A.G.M.**—an important evening for us all. We hope to have a guest IAM speaker to talk to us on our Region and the IAM It is always in your interest to attend this meeting.

folks!!

13th June (Saturday)

(10am) - Visit to Heantun House, Salop St., W'ton— Talk on Bus lane Enforcement by Bob Willis, Service Mgr., Network Mgr., City Council.

- **Observer Evenings** (Tuesday)

21st April (7.30pm)

Note: Attendance is 'required' on these evenings!!

- **Associate Evenings** (Tuesday)

24th February (7.30pm)

24th March (7.30pm)

Note: Attendance is 'required' on these evenings!!

- **5th July (Sunday) Wombourne Carnival** (To be confirmed)

- **11 & 12th July (Sat/Sun) - The W'ton & Black Country Show 2015** (was The W'ton City Show) at West Park, W'ton.

- **6th September (Sunday) - The Dudley Classic Car & Transport Show** at Himley Hall.

****Please note**** *All dates can vary in any month - unless otherwise stated.*

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 and the IAM in London as soon as they happen. We cannot effectively contact you if your detail on our database is out of date.

- **Talks/Meetings**

Rather than just waiting for things to be arranged, have you got any details of talks, visits, etc. that you may have experienced or from other interests in your lives that could be transferred to your WAM Group? Yes / No? If you have, please contact our Group Events / Talks officer, Nigel Packer (see page 7 of this newsletter) or any other listed committee member. All contributions will be welcomed!

ASSOCIATE OBSERVED & PRE-TEST

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 shall not take place

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

Do remember - *When you have taken a 'pre-test' drive* - and have been recommended to apply for your actual IAM Test. 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. Test application will via your test form and/or via the IAM DTE database and the group's database user. *Within 2-3 weeks* - an Examiner will contact you to arrange 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

"Skill for Life?"



FROM YOUR CHIEF OBSERVER

Lights and tyres

When I am out driving, I check to see if the brake lights on the vehicle ahead are working. Every so often, some vehicles will have one or more lights not working. My casual check usually starts with the age of the vehicle: there is a greater possibility of components failing after a few years in use. The vehicle may have recently passed an MoT test but the driver may be unaware of the fault.

On many occasions one or more brake lights are not working – in some instances none of the brake lights work – including the high level brake light. In these instances you need to be more aware and leave a slightly larger gap to avoid being taken by surprise as they may brake firmly or stop at the side of the road.

As the vehicle ahead begins to slow down as they approach standing traffic this will indicate if their brake lights are working. If they don't work, then be extra careful following that vehicle. Only on rare occasions none of the brake lights work. These are the times to have a quick look ahead at what lights other vehicles' are displaying, or to take a look at the road layout ahead. If they are approaching a Give Way at a T junction, there may not be a need for them to slow down or stop using the foot brake.

At one time I used to let the driver know if a couple of brake lights weren't working. Nowadays, the frequency of brake lights not working is high – I'd probably be stopping too frequently to let the driver know their lights weren't working – only in exceptional circumstances would I attract the attention of the driver. For instance, perhaps they have a tyre which looks under pressure, in comparison to the others – they may for example, be approaching the motorway – a safety issue with a tyre noticeably under pressure.

Some years ago, I noticed a car with a near flat tyre being driven along local roads. I caught the attention of the driver who pulled up. I pointed to one of the tyres which looked underinflated. I offered to change the tyre for the spare. When the boot was opened, there was a wheel and a tyre but not a complete spare. I suggested the wheel and the tyre should be taken to a local garage where they could put the tyre on the wheel. The driver said that would be fine. We left their car on the jack while I put the wheel and tyre in my car and asked the driver to get in my car and we drove to a local garage. As the garage man tried to inflate the tyre, the casing began to expand in the shape of an egg. He said I won't put much more air in, in case the tyre bursts: 'How far are you from home' he asked the driver. Not far, only a couple of miles or so. He suggested to drive carefully and the tyre be replaced as soon as possible as well as the punctured tyre being repaired. I took the tyre to the car and fitted it. The driver went carefully on their way saying they would get the tyre replaced and the punctured tyre repaired.

I was about 19 and keen to help. Today, I'll help, but probably not to that level of assistance. 'Till next time, Safe driving,

Geoff Davis

Chief Observer

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

ASSOCIATE RESPONSIBILITIES

Attendance at Associate Evenings—is required.

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?’”*



Dashboard Cameras – Useful Tools or Just Toys?

The first question to deal with here is what are dashboard cameras and how do they work? An in-car camera, also known as a dash-cam, is a type of video camera that is specifically designed with tailored features for recording continuous footage of the road ahead, and behind in the case of dual camera system. Dash cams have a loop-recording feature which means that the dash-cam will record until the storage memory-card, integrated into the camera, is full following which time it will then start to record new videos over the oldest files; this means that you do not need to delete or download files but simply to keep driving.

The majority of the better specified devices include important additional features, accurate GPS positioning, G-shock sensors to enable high integrity recording and retention of the file in the case of an incident, HD video to enable accurate information to be derived from the recording and a Park-mode which allows the system to monitor your car whilst it is parked. Some systems include a small viewing screen however these can be a distraction and are not essential as newer systems now include a Wi-Fi feature that allows the user to set the system up and view stored files via their smartphone or tablet.

Dash cams can be professionally installed so losing the power supply cable to the main forward-facing camera and the second integrated video-power lead for a rear view camera, pretty important if you do have a two camera system. If you are less worried about trailing wires you can simply use the supplied cigarette lighter socket to power the unit, either way a littler care can make for a neat installation without much cost of time. New systems battery drain on the car battery is very small so the units can be connected directly to the battery allowing for continuous twenty four hour a day recording however in such mode it is wise to include a voltage safety system which will switch the unit off should the battery voltage drop below a safe level for the cars operation. These items are often sold separately to the dash-cam kit so should be considered as a part of the cost of acquisition.

So that's what the systems are, and there are many from the low cost, (seen as low as £19.99 in the Sunday papers), to quality two camera systems for around £300. This is an area where you do simply get what you pay for, low cost is predominantly low quality recording with minimal features which may mean the detail you are recording is of little use to you in the event you need it. You need to consider spending at least £150 for a basic system and should err on the higher side if you can. When it comes to evidence, having the right quality of image is critical. The Police will not support a complaint or information presented where the evidence is not clear and irrefutable, so some caution is needed when choosing your camera. The question now to answer is "why should I have a dash-cam"?

There are many reasons for a person to have a credible good quality dash-cam fitted to their vehicle:

- A number of insurance companies contacted by me prior to writing this article were willing to offer owners of dash-cams a reduction in their premiums though interestingly "Surety" are still in the stage of establishing what they are going to do though they admit they will be doing something in the future!
- In the event of your car being involved in an incident, be that one whilst the vehicle is stationary or the vehicle is in motion, you would have absolute forensic information regarding the incident rather than the adrenaline fuelled recollection of what you "thought" had happened.
- With a system recording whilst the vehicle is parked "accidental" collisions with your vehicle would be recorded and you would be able to identify any "hit and run" drivers or pedestrians who scratch or damage your vehicle.
- Should you be a DFA or simply assisting at an incident it is likely that your camera(s) would record what was happening, again giving what could be used as forensic evidence or information for the police or other emergency agencies.

You can see from the list above that having accurate GPS location of the camera, and thus your vehicle, as well as HD recording is critical to the value of the recorded information. Without GPS, the system does not have an accurate position; an absolute time index and therefore accurate vehicle speed information; without HD it may not be possible to effectively identify the vehicles or people involved in the incident being recorded thereby rendering the information much less effective than you may want. As has already been stated "this is an area where you do simply get what you pay for"!

There are many sources for dash-cams from high street stores such as Maplin through to Amazon and organizations such as Police Witness, (www.policewitness.com). The latter not only sells good quality systems but also, if the system is bought from them, integrates into the supply, membership of their organization providing a reporting scheme allowing you to bring bad or dangerous driving, anonymously should you wish, to the police. Such evidence is reviewed and has resulted in many cases of prosecution. How many times have we just wished that there was a police car watching the example of bad or dangerous driving that we

*"Skills are for a Life
.... Yours, your
families and*



LET'S HEAR FROM YOU!!

We tried this some time ago in an effort to get a response from the membership but from a different angle

- Why did you join the IAM?
- What did you get from passing your test?
- What do you now want

from the IAM / Group?

- What ideas do you have to improve your group?
- Do you have any details on potential events / talks / publicity opportunities, etc.,?
- Indeed any input that would benefit your

Group!!

HHHHellllp!!!

- is there anybody out there reading this call for input on this subject???
- What else would you like to see on this page?

Dashboard Cameras (cont'd from page 4)

.bad or dangerous driving, anonymously should you wish, to the police. Such evidence is reviewed and has resulted in many cases of prosecution. How many times have we just wished that there was a police car watching the example of bad or dangerous driving that we have just seen, now perhaps there is a way to overcome the lack of "feet on the street"?

One of many examples of where a dash cam has helped in improving the quality of driving:

Dangerous driver disqualified for twelve months.

On 8.10.2013 at Hinckley Magistrates Court, Ryan Stevens was sentenced after pleading guilty to the following offences: Drive a motor vehicle dangerously on 8.3.2013. The defendant must comply with the following requirements by 7.10.2014: Unpaid Work Requirement: Carry out unpaid work for 60 hours within the next twelve months. This work will be supervised by the responsible officer. To pay victim surcharge of £60.00. To pay costs of £85.00 to the Crown Prosecution Service. The driver is also disqualified for holding or obtaining a driving licence for 12 months.

This prosecution was brought about with interaction between PoliceWitness.com and Leicestershire Police. PoliceWitness.com chairman Matt Stockdale said "We are delighted that one of our members has helped to rid our roads of another dangerous driver by reporting the incident in a timely manner through our online reporting system. In doing so giving both ourselves and the police access to the video evidence that ultimately was responsible for this positive outcome. Law abiding motorists have had enough of those who flout the law and put other people's lives at risk, this result shows that we can work together to help the police, even if they haven't witnessed the offence themselves. We hope, through hearing about this case where video footage has been crucial to the successful prosecution, people will be able to see the value of in-car cameras and how we can take a stand against irresponsible road users."

The value of dash-cam systems is in their use. Having a "spy in the cab" may not be everyone's "taste" however as Advanced Drivers this should not be an issue for us and the additional information that is being recorded can not only be useful in terms of reduced insurance premiums but also could be a positive contribution to the protection of your vehicle and your no-claims bonus as well as potentially bringing bad and dangerous drivers to book.

Dr. Jonathan Hughes
Group Member

"...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: -1st April

Tony Robson - Editor.

Committee & Trustees

- **President**
(TBA)
- **Vice Presidents**
Joe Brooks
Judith Rowley
- **Chairman**
Paul Williamson
chairman@wolvesiam.org
07475552258
- **Secretary**
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Wolverhampton
WV10 9HD
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- **Chief Observer**
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01902.763478
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(see Group Secretary)
- **Minutes Secretary**
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roy.richards8@btinternet.com
01902.670753
- **Associate Controller**
(see Chief Observer)
- **Test Administrator**
(see - Associate Ctrlr.)
- **Events Coordinator**
(see Publicity Officer)
- **Publicity Officer**
Nigel Packer
nigelpacker@hotmail.co.uk
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
£147 ('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 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.

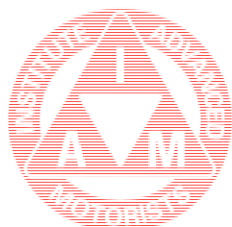
• **If your are a Group Observer** - you must be a fully paid up member of both.



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

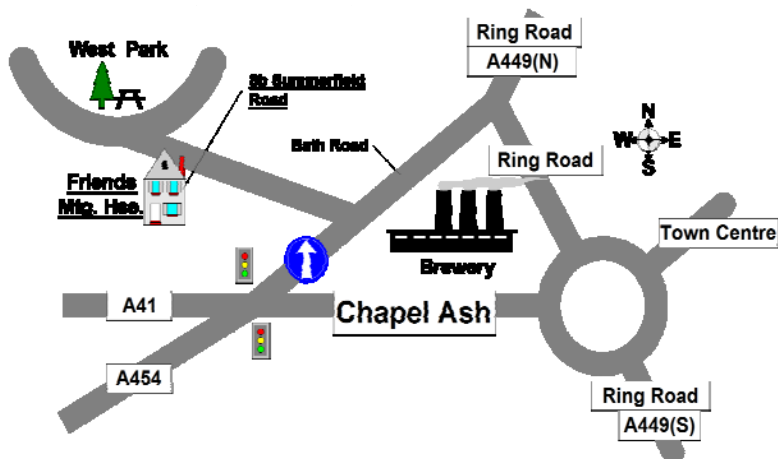
Group: 3081

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:

- Christine Westwood
- Ross Anderson
- Arjun Kandola
- Jonathan Parkes
- Cecil Billing
- David Prior

- Francesca Hyett
- Bridget Pugh

Welcome to IAM Member:

- Jonathan Hughes

TEST PASSES

- Cecil Billing (Observer: Graham Trusselle)
- David Prior (Observer: Mike Leadbeater)
- Simon Picken (Observer: Nigel Packer)

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.

Passed your test just recently??

Have you shared your success by telling your Observer? If not please contact your observer.

Well done and congratulations!

Hopefully your next move might be to become an

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.