

'THE THINKING DRIVER'



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CHAIRMAN'S COMMENT

It's been a year of several changes within our Group. The latest follows our Group Treasurer, **Christine Westwood**, having to leave her role for personal reasons. Can We thank Christine for all her hard work since her appointment. We are pleased to confirm at **Geoff Davis** has kindly offered to take up this role of Treasurer.

We also confirm that, **Chris Smith**, who has taken over Group Events Organiser and has at short notice found some excellent guest speakers at our recent Group Nights. Its also appropriate to congratulate Chris as he as recently taken and passed his Advanced Driving test – Well Done!

We have two other Committee members who have recently retaken and passed their Advanced Driving Tests. Congratulations to both **Tony Robson** and **Nigel Packer** who achieved a F1rst pass with his.

Can we get you to take a look at our Group Website — www.wolvesiam.org —for those of you with Internet access. There have been a number of updates and changes and we would love your feedback both positive and if there is any negative ones.

We have a new venue both for our **Committee Meetings** which are now being held at the Newhampton Arts Centre, Wolverhampton (see our Events Diary on our Group website for more location detail) and if any of you would like to know more about how your Group works then your are more than welcome to attend one (if you would like to please contact our Group Secretary by email).

Our **Associate and Group Observer Nights**—are now being held at the Mercure (Goldthorn) Hotel, Penn Road, Wolverhampton, so please also be aware of the change in venue. Again check our website for location detail.

Until the next time.

Safe driving.

Best regards

Paul

DO YOU STILL 'CUT THE MUSTARD'?

- Do you still 'cut the mustard' and having passed the IAM.RS Advanced Driving Test longer than in the last 3 years?
- Was it more than 3 years ago? No? Look up IAM Fellowship details and benefits on— www.iamroadsmart.com
- Was it more than 3 years ago? (Editor: Mine was 33 years ago! Effective this September I still cut the mustard!).
- View the increasing list of our Members on page 10 of this newsletter that are now certified IAM Fellowship qualified.

A MESSAGE DIRECTED TO ASSOCIATES

There have been a number of Advanced Driving Tests undertaken by Group Members recently which have commenced in the late afternoon from a starting point which meant that, at the very least, the initial part of the test drive was in heavy or at least busy traffic conditions. Associates may see this as being more challenging and possibly unfair however I would like to put a different slant on this for you.

It is worth remembering that Examiners are in many cases still in full time work and as such have to schedule tests around their own commitments as well as your own. They use the longer days from late Spring to early Autumn to get tests completed as soon as possible to ensure that you, as the Test Ready Associate, is not kept waiting for any longer than you need to be. Tests are always arranged by agreement so if you really do feel that you would prefer not to drive during a weekday, at a possibly busy traffic period, then you can arrange an alternative time with the Examiner when they contact you; Examiners will always try and accommodate your wishes wherever they can.

It is finally worth noting that the test is a fixed time period, not a fixed distance and so, if your test starts in comparatively slow moving, easy to manage traffic then that reduces the time that the Examiner has to engage with more challenging roads and road conditions at nearer the national speed limits. Though it may initially appear contra-intuitive, bad weather and also heavier traffic conditions, both make a test drive that little bit easier as speeds will, in both cases, be reduced.

If you do find that heavier traffic conditions are challenging then please speak with your Observer and let us help you drive and manage those conditions better so that, should you encounter them in your test, you will not be phased in any way by them and will get the Pass that you have been working towards.

As always continue to enjoy your driving and drive safely!

MEMBERSHIP & TALKS/MEETINGS

- **Your IAM and 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 memberships needs to be passed to your Group Secretary and the IAM itself as soon as they happen. **The IAM and your Group cannot effectively contact you if your detail on our databases 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 any Group Committee Member (see page 9 of this newsletter). All contributions will be welcomed! ****DO remember to check your Email & Group Website (www.wolvesiam.org) 'regularly' - as changes can take place!****

OBSERVED & 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 if the card is invalid, that particular activity shall not take place.

IAM Documents Declaration Forms—must be completed by the Associate at their first run.

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

Do remember - *When you have taken a 'pre-test' drive* - and have been recommended to take your actual IAM Test be aware 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. Your actual Test application will done via the IAM DTE database and the group's database user. *Within 2-3 weeks* - an Examiner will normally contact you to arrange a date, time and location for your actual test. **Associates—do be aware—** that this will be **your** Test arrangement with the Examiner, **so do stay in contact with him should anything change that may affect it.**

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.

*“Advanced Driving
by the ‘Thinking
Driver’?”*

FROM YOUR CHIEF OBSERVER

On Sunday 28th October this year we all put the clocks back by one hour, heralding the start of another season, and all that this could entail weather wise.

The full effect of putting the clocks back by one hour did not become fully apparent until Monday morning, the first day of the working week, and many drivers experiencing for the first time in months, driving in the dark to work, to be repeated on their homeward run following a hard day; more so, the knowledge that this will now be the routine over the next few months.

So now may offer a timely reminder for the need to check that our lights are working properly. It follows that if any are found to be faulty they should be replaced at the earliest opportunity.

I am of an age to remember that changing spent bulbs was a relatively simple task, and one of each variety was usually kept in the vehicle for such an occasion. Unfortunately, with modern vehicle technology, this does not always prove to be such a simple task as it once was, and it becomes necessary to take your vehicle to a garage to get the problem rectified. (This is absolutely necessary if you have xenon headlamps where great care is required as the ignition systems usually strike at 20,000V and run at 85V, both sufficient to cause damage to the unqualified!)

You might think it is only important to use lights at night, but there are also instances when you should use them even during daylight hours. Headlights and, when appropriate, fog lights should be used in daytime hours when visibility is reduced although you must switch them off when visibility improves to avoid dazzling other road users. Dipped headlights or on many cars, daytime driving lights should be turned on to ensure you can be seen in dull weather. All sidelights and rear registration plate lights must be lit between sunset and sunrise, even if it still seems light enough to manage without them. Whilst you are checking your lights don't forget the brake and indicator lights, reverse so you can see the reflection in a window if you don't have someone who can stand behind the car and let you know they are working.

Remember that as well as the safety issues, you're likely to get "pulled over" by the police if one or more of your lights isn't working; you may just get a verbal warning, but it is worth bearing in mind you could also get one of the following sanctions

A fixed penalty notice - a £60 fine and three points on your license

A Roadside Prohibition Notice with ten days to fix the fault before a repeat inspection

Your car taken off the road immediately

Falling foul of the law isn't the only thing to worry about if you've a faulty brake light, it can also be extremely dangerous; if one or both brake lights aren't working, the cars behind won't be able to tell when you're slowing down, especially if you brake suddenly.

Remember that hazard warning lights should only be used when your vehicle is stationary to warn that it is temporarily obstructing traffic and never as an excuse for dangerous or illegal parking.

Finally, whatever the time of day, it is of utmost importance to make sure that your windscreen is clean and free of cracks. If cracks appear in the driver's line of vision, and are larger than 10mm, (elsewhere on the screen more than 40mm in length), this can cause a car to fail its MOT and, in many modern cars, can provide a serious structural weakness to the passenger safety compartment. (BMW and Mercedes for example both rely on the integrity of the windscreen to provide strength to the front frame of the passenger area), a compromise in the screen could therefore not only reduce visibility but could put your life at risk should you be unfortunate enough to be involved in a collision. Always keep your windscreen fluid container topped up with fluid appropriate for the temperatures at the time. If you can't see out of your windscreen, your headlights aren't going to be of much help to you! Whilst considering the windscreen don't forget to check for worn or dirty wiper blades and replace them if they are showing signs of wear.

Until the next time enjoy your motoring and stay safe.—Roy Richards

*Are you using
'IPSGA'?*

ASSOCIATE RESPONSIBILITIES

Attendance at both—Associate Evenings — is strongly suggested.

Keep in touch with your Observer—it is your responsibility to do so.

If you cannot keep an appointment—tell your observer. Observers are volunteers and have lives of their own to fit around observing. It is only courte-

ous to let them know in a timely manner.

If you do not keep in touch with your observer—we will assume that you no longer wish to continue and your observer will be assigned to another associate. Our observers are a scarce commodity so we have to make best use of them.

A successful pre-test run—still means that you continue your runs right up to the actual test. Do not go off the boil! Your IAM test result will be on how you drove on that test run.

When you pass your test—let us know via your observer so that all the group can celebrate your success.

Ten tips for reducing stress.

Stress affects us all at one time or another – whether it's down to work, home life or a tough situation you're facing. Stress can affect how we feel physically and emotionally as well as impair our judgement and our reactions, which isn't good news when we need to concentrate on something significant, like driving.

It's important to recognise how you feel and try to relax before getting in the car. So to help you stay calm behind the wheel, Ben, an independent charity which provides support for life to the people of the automotive industry, provided us with some tips to share with you on what to do if you feel stressed before driving.

Warning signs of stress

First of all, we need to recognise the warning signs of stress. You might feel some or all of these:

- Becoming easily irritated with colleagues, friends or family
- Feeling distracted, forgetful or moody
- Having racing thoughts
- Not being able to 'switch off'
- Becoming quiet and withdrawn
- Under or overeating
- Smoking more, drinking more alcohol or taking drugs
- Tense muscles
- Headaches
- Feeling sick
- Not sleeping well / insomnia
- Getting ill more often

Here are a few tips to do before you get in the car stressed:

- Go for a short walk around the block to get some fresh air and unwind from the stresses of the day
- Wait until you feel calm, collected and well enough to head out on your journey. Driving itself can be stressful, especially in rush hour, so if you are already stressed this is likely to make matters worse
- Try mindfulness and deep breathing before getting behind the wheel. You don't have to be spiritual to benefit from mindfulness and meditation – anyone can meditate and it has been shown to reduce stress and anxiety. If you're new to meditation, try the [Headspace app free trial](#) or a lesson from the [Free Mindfulness Project](#)
- If you're feeling ill from stress with headaches or sickness, make sure you feel well enough before you drive. Drink plenty of water and get some fresh air
- Write down a list of the things that are stressing you out and set yourself some time to tackle them later on – sometimes writing your worries down and making time to sort them out helps clear your mind
- Is stress causing you to struggle with addiction to alcohol, drugs or nicotine? Be aware that these could still be in your system before driving. If you're struggling with addiction or substance misuse, then it's important to seek help
- If you're having trouble sleeping due to stress then make sure you aren't too tired to drive. IAM RoadSmart advises if you feel sleepy whilst behind the wheel, find a safe place to pull over and stop – not on the hard shoulder of a motorway. Research suggests that almost 20% of accidents on major roads are sleep-related so don't drive if you feel sleepy (ref: <http://think.direct.gov.uk/fatigue.html>)
- You can check your mood with [the anxiety / stress checker tool](#) on Ben's website to see how you're feeling and if you need some extra support
- Tell someone you trust how you feel. Sometimes opening up about our problems to loved ones can make all the difference and they can even help you find solutions. As they say, a problem shared is a problem halved

If you need more advice about how to handle stress, read Ben's top tips on [managing stress](#).

If you feel you can't cope, call Ben's free and confidential support line on 08081 311 333 or use its webchat by visiting www.ben.org.uk.

Or you can contact The Samaritans on 116 123 or visit its website www.samaritans.org

Gathering and using available Information?

YOUR GROUP WEBSITE



Serious question—when did you last access it? You can find it on www.wolvesiam.org . It is quite a large website for our size of group when compared to many others within the IAM.RS Groups UK-wide.

We invite you to explore this veritable mine of information, videos, group event diary, membership forms, point of access to your committee and so much more.

Do use this point of contact facility at any time as it goes directly to your Group Secretary for action and soonest reply back to you. Got an idea for your Group, something that needs to be put before your committee, a grumble or a thank you? Contributions are always welcome.

IAM RoadSmart—Car ‘Tasters’ & Gift Vouchers

New free car ‘Taster’ website

The new web page for free car taster sessions is now live at www.iamroadsmart.com/drivefree ahead of the official launch. Every group that provided an email address is listed; those who were blank or provided web or phone numbers instead are not listed.

Join us now for a free advanced driving introduction.

Your first step to becoming an advanced driver is free.

If you're interested in finding out what advanced driving techniques and skills could do for your confidence and ability, then this is for you. We believe that the very best way to understand and develop new skills is to see and feel them in your own car, with the guidance of an IAM RoadSmart qualified Observer.

We'll help you to develop new skills quickly and easily.

Your free drive lasts around an hour, usually arranged at a time and location convenient to you - although some of our groups host drives on set days and locations. It is a relaxed and enjoyable experience with the opportunity to ask questions. There are no special requirements and the offer is open to everyone, providing you have a full licence and your own car. You'll gain some new ideas and skills, plus tips on how to develop your driving abilities.

How to book your free session.

Simply click on the location closest to you below. You'll then be able to email your details directly to the local organiser - **please include your name, phone and email details plus the car you drive**. They will make contact with you and arrange your free driving session.

Come and enjoy finding out all about advanced driving with us, you'll love it!

As a thank you IAM RoadSmart will also offer you **10% off (£134)** our Advanced Driver Course if you then decide to take the challenge of becoming an advanced driver with IAM RoadSmart.

Alternatively might this be of interest to you as something for a family member to try perhaps?

Successfully completing the advanced driver course would make that person a better and safer driver, and could allow them to benefit from better car insurance premiums. Purchasing such a course has been popular with both parents, grandparents, etc. for their younger family members.

Why not Gift an Advanced Driving course?

IAM RoadSmart courses (<https://www.iamroadsmart.com>) make thoughtful, practical and hugely enjoyable gifts.

IAM.RS offer a number of courses as gift vouchers presented in attractive gift packs. So whether you wish to help someone you care about to also benefit from the skills that you learned with us, or you are simply looking for a unique, thoughtful present, then take a look at the gift packs that are offered. If you need any help then please call Customer Care on 0300 303 1134 during office hours..

*Always in the right
Position,?*

As seen through the eyes of an Associate

The Advanced Motorist Course Seen through the eyes of an Associate

For several months I had on my 'To Do' list the item to explore the possibilities of doing 'The Advanced Motorist course'. I was spurred on to take action as there seemed to be a great deal of media attention to the inefficiencies of the older driver. I would indeed prove them wrong! I made the telephone call, entered on line, and was appointed to an Observer.

There was just a little apprehension as I approached my first outing but I reassured myself that it couldn't be too bad for me, after all I had been driving for 47 years without problems, almost every day I was in the car locally and had done the motorway journeys to London in recent years twice a month. The visits to my brother-in-law in Yorkshire involved negotiating several motorways, the journey to Penzance over the years had been a test of endurance, I had toured the roads of Devon and Cornwall, the Lake District and Highlands on holidays in the car.

With this self-reassurance I made my way to the appointment to begin the journey to becoming an Advanced Driver.

My Observer very kindly reported a 'good first run' but had quickly noticed 47 years of accumulated habits which needed to be changed. It has taken a long time to achieve those changes. In addition the mysteries of IPSCA (which sounded like a Spanish dance or the name of a skin disease) had to be imparted as described in the Log Book, the wonders of the Highway Code and knowledge of my own vehicle needed to be absorbed.

With encouragement I resolved to learn everything I could by reading the written matter to hand, attending the informative talks and other meetings about driving. In spite of doing this the practical applications have not come easy to me. For someone who in times past went beyond the National Speed Limit on motorways recently was not going fast enough. For someone who was previously ultra-cautious in towns was going over the limits. The uncomfortable thought that the older person may deserve the bad press after all has haunted me a few times.

I cannot speak too highly of the role of the Observers who give voluntarily of their time and expertise to the Associates. My own Observer has gone more than the 'extra mile' for me. Not only has he guided me on our weekly journeys in practical driving but supported me in my emotional 'pot holes' and 'hidden dips' when things seemed to have gone particularly badly. He has always shown empathy and understanding as a friend. He successfully steered me firmly away from abandoning the Log Book to the shredder. I will always be grateful that he did not give up on me when I was on the point of giving up on myself. I am immensely grateful to him for his professionalism, patience and tolerance. Far from the driver I thought I was, as described in the first paragraph, I know I must have seemed a challenge he had not encountered before.

When I master remaining stumbling blocks I dare to hope that I can succeed in passing a pre-test and test, not to prove that the older person can succeed or gain any of the advantages of being an Advanced Driver, but that the shared goal of Observer and Associate can be achieved. The course has definitely shown me how to be a better and safer driver. Recently by checking that all the traffic had been held by the lights to my right, I found a lorry had jumped the red lights and an imminent danger to me, requiring evasive action. As the driver described in first paragraph I would have trusted the lights with unthinkable consequences!

Perhaps I am also a better person with less self-assurance and more humility knowing I am not invincible. There have been many occasions when on our journey we have shared the exhilaration that every driver knows – the sheer joy of being out on the open road with our country's unique countryside around us. Whether it be when the powdery snow is slowly whitening the landscape, or when the sunlight casts shadows of trees across the road, or the changing scene, as we negotiate the vehicle round the bends, up and down hills using the skills we have acquired, observing a beauty frozen in time and stored in the memory.

The Observer and Associate's paths converge for a time but the friendship formed is an enduring gift for which I shall always be grateful.

Sheila Barnfather

At the right Speed ...?

OBSERVER AND ASSOCIATE EVENINGS

Observer Evenings (** Be sure to confirm the location of these Meetings on our Website www.wolvesiam.org) Usually starting at 7.30pm unless advertised or advised directly otherwise:

N.B. Observers should attend each evening.

Associate Evenings (** Be sure to confirm the location of these Meetings on our Website www.wolvesiam.org) at 7.30pm unless advertised or advised directly otherwise:

N.B. Associates should attend both Parts 1 & 2 during their guidance runs period.

***** NOTE: Occasionally circumstances may dictate 'movements' by us against these dates, so do remember to check our website (www.wolvesiam.org) 'Events Diary'!**

All such Evenings will usually be posted on our website, but do keep an eye on your email inbox too!

Group Treasure Hunt September 2018



We would really like to say how much we enjoyed the Group Treasure Hunt on Sunday September 9th.

Arriving at Himley, we were welcomed by Nigel Packer, who gave us our instructions and as 'Team 4' driver and navigator, we were registered and soon on our way.

The instructions were really clear and it was great fun to look for the clues and to work out a few cryptic challenges (or not!). As we motored on through the Staffordshire countryside looking for answers, we caught up with other

teams and exchanged good natured 'banter', secretly hoping we'd got there first!

We thought we knew the area very well, but were amazed to pass through villages and hamlets, seeing properties and landmarks we had no idea existed. We even encountered a vintage tractor rally. Respect for some of *those* drivers, on the narrow lanes!

Morning challenge over, we were able to enjoy our picnic in Ackleton Village Hall, take a stroll around the village for a few more clues, attempt a few possible tie break questions and then get set for the afternoon directives.

We learned so much. Had no idea that an ABUS is a padlock and that a great deal of related information can be seen on one.

Old signposts often measure distances in small fractions of a mile. Quick think back to secondary maths, to convert quarters to eighths and then 'hey presto', we could solve the clue and then move on.

Welcome finale at Halfpenny Green Vineyards, where we enjoyed chatting about our experiences over tea and cakes. It was great to meet David Gallagher (Group and IAM RoadSmart Young Driver Ambassador), who joined us on the treasure hunt. As the Young Driver Ambassador for IAM.RS, it is very refreshing to know that there is youthful interest.

We do hope more members will participate in a similar, future event. Thoroughly recommend.

Peter and Pat Sills

(Editor: Photo above shows David Gallagher, Peter & Pat Sills and Nigel Packer. Abus is a German manufacturer of security items (padlocks, etc.)).

In the right Gear,?

IAM—ADVANCED DRIVING TEST

The test is the culmination of your training, it is your opportunity to show how good you are and justify your observer's faith in you. A little bit of nerves can be a good thing. Stay focused and try to enjoy it. The perfect driver has not yet been discovered but how close are you?

What to expect during the test:

- The administration process
- The test
- You
- At the conclusion of the test

The administration process Having applied for your test (within WAM Group—via your Group Secretary and the DTE Database link we share with IAM RoadSmart following an acceptable Group pretest run) you will be contacted by your examiner either by telephone or email. This is to arrange a mutually convenient date, time and location for the test to take place. The location should be safe, easy to find, of no cost to either of you with facilities and easy access to a variety of roads. Supermarket car parks and fast food restaurants are often chosen. (Beware of time limited parking).

The test This should be about 75 minutes from start to finish with no more than 60 minutes riding or driving.

What will be tested? After the document disclaimer is dealt with the examiner will conduct an eyesight check. This is the same as the DVSA test or a police roadside check. You must be able to read a standard number plate at a distance of 20.5 metres. During the drive you can be tested on anything from the course material. It may not be possible to assess some areas practically so the examiner may ask questions.

You will be asked—to conduct a practical real life manoeuvre or demonstrate competency in course of test and your decision making process is part of the assessment. On a motorcycle you may be asked to perform a slow riding manoeuvre if this has not been displayed during the test. Your drive must be safe and legal. Use your speedometer to keep to the speed limits which must be adhered to at all times, there are no exemptions when making an overtake so do not plan to exceed the speed limit when deliberating.

Your Examiner—All of the IAM examiners are advanced police drivers and have experience in dealing with road safety matters.

They will: - •Put you at ease. •Set the scene for you and explain what they are looking for. •Explain clearly the route directions and how they will communicate them. •Explain test protocols such as safety and commentary. •Explain that any road traffic offence is likely to lead to a fail. •Explain about their note taking (they write positive points as well as areas for development) •Give advice on how mistakes will be dealt with (you will not necessarily fail for a minor mistake) •Answer any questions you may have You We know that you will be nervous, we all were in the same circumstances. Your examiner will have been through the assessment process a number of times from both seats. If you have any concerns or are unsure of anything don't be shy, ask the question, there is no such thing as a stupid question and you will get an answer to help put you at ease. If you are suffering from any disability or mobility issues let the examiner know. If you are dyslexic or hard of hearing let the examiner know. All reasonable adjustments will be made to the test to make it all-inclusive. It must however be assessing a standard that is perceivably higher than the DVSA test.

You will be asked to attempt a commentary. To achieve a F1RST you must have tried (unless medical reasons apply) - do give it a try it can help you to focus.

During the test if you don't hear or think you may have misunderstood an instruction, ask. We are all human.

At the conclusion of the test. You will be told your result straight away Pass or Fail You will be given verbal feedback followed by a written report containing the detail of your drive or ride. If you are successful you will be given an interim pass certificate.

You will also be given advice on other options within the IAM

*Applying the right
degree of Acceleration
...?"*

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 initially upon joining - and/or - change in detail and send them together with the applicable monies in a timely fashion to our Membership Secretary—or by Bank-Transfer (see Group website for Bank detail). In this

way you confirm contact details and affirm your driving documents current and legal.

Group Membership renewal date - is **April 1st** each year!

Current iAM.RS and Group 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 applicable membership forms—with all relevant detail so that we can maintain group and IAM 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, memory stick, or as an attached file on an e-mail in an MS Office program 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.

Your Group Website.

It contains a great deal of current and pertinent detail—please use it—regularly!

CLOSING DATE FOR YOUR NEXT ISSUE: 1st February 2019

Committee & Trustees

- **President**
Graham Foulkes
- **Vice Presidents**
Joe Brooks
Judith Rowley
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(see - Group Secretary)
- **Minutes Secretary**
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- **Publicity Officer**
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- **Young Driver Contact**
David Gallagher
young.driver@wolvesiam.org
- **Web Admin.**
Jonathan Hughes
webadmin@wolvesiam.org
- **Committee Members**
Graham Foulkes
Richard Dodd

MEMBERSHIP

General Data Protection Regulations (2018)

Details are kept on file for all of our Members, Associates, Regional and IAM RoadSmart contacts in order that we may perform 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 / IAM and will not be passed on to other bodies or organisations.

Group Membership Fees

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

Bank Transfer—see the

relevant details in the Group website (see page 10 overleaf).

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

Tony Robson
133 Elston Hall Lane
Wolverhampton
WV10 9HD
editor@wolvesiam.org

Associate Membership

Upon joining usually as part of the IAM RoadSmart Advanced Driving program. Within this program you get the cost of your Advanced Driving Test and your 1st years IAM and group memberships.

Literature - is part of this package and comprises 'Advanced Driving' Associate Log Book.

Guidance - will be from the Group Local Observer assigned to you up to the day of your advanced test. This also requires a successful pre-test run with a Group National Observer before the Group can apply for the IAM Advanced Test via the Group IAM DTE database access on the Associate's behalf.

New Members - are initially required to complete the Group Membership Form, which can be downloaded from our website and sent to the Group Membership Secretary.

• **Full Members - please note** - 'IAM RoadSmart 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 MAIN CONTACT:
Wolverhampton Advanced
Motorists Group 3081
Group Secretary
Phone: 07594.747821

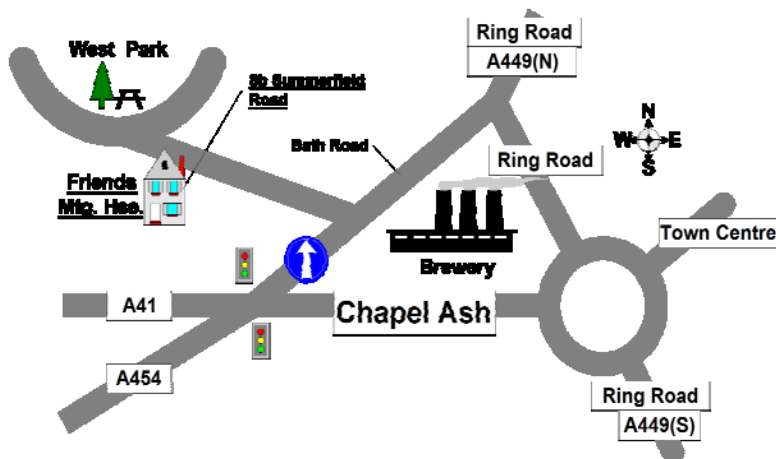
'Advanced Driving'



IAM RoadSmart
Registered Charity: 249002

**Wolverhampton
Advanced Motorists
Group: 3081**
Registered Charity:
1053330
Group Website:
www.wolvesiam.org

*"Each time, every time
... Well, are you?"*



VENUE FOR OUR GROUP MEETINGS

- The Friends Meeting House
8b Summerfield Road
Wolverhampton WV1 4PR

At the gate—follow down the drive towards the back of this property and car park. The Meeting House is at the very back. The map shows 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 turn first left into Bath Road then second right into Summerfield Road. For other approaches see your 'A-Z'. It is better to refer to the Events Diary in our Group website - www.wolvesiam.org to find 'all meeting detail' which include maps, SatNav detail etc.

NEW ASSOCIATES / IAM MEMBERS

Welcome to Associates:

- Mark Jozst
- Taylor Hodges
- Ben Couchman
- Stuart Blackham
- Joseph Parkes
- Mike Webber

IAM Fellowship Group Members

- Neil Abel
- Alan Bates
- Kurt Dreslin
- David Holds
- Jonathan Hughes

- Michael Leadbeater
- Roy Richards
- Tony Robson
- Nigel Packer

Members requalifying:

- Tony Robson
- Nigel Packer

TEST PASSES

- Francesca Hyett
(Observer: Barry Sadler)
- Robert Harbon
(Observer: Peter Spillan)
- Chris Smith (Observer:
Roger Denley)

Well done and congratulations—to both Member and their Observer!

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 'advanced driving' by this passing on

your skill and guidance.

***Disclaimer Statement** Please note: See www.wolvesiam.org (WAMG) and www.iamroadsmart.com (IAM.RS) for further detail on this subject.

***General Data Protection Regulations** Note: (Wolverhampton Advanced Motorists Group 3081 Registered Charity No. 1053330) - WAMG follows the GDPR Data Management and Guidelines for Groups Latest Issue from IAM.RS.