

'THE THINKING DRIVER'



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CHAIRMAN'S COMMENT

Hi Everyone

It's been recently a busy time for our Group. Thanks to all who helped at the recent Mini event. The Group have attended a Safer Driving for Longer event in Wolverhampton from which several people will be taking taster drives.

We as ever need your help and assistance the more you offer some of your time the more events we can attend and promote our Group.

Something I would like to share with you at if you use 112 instead of 999 from your mobile phone both in the UK and across Europe the Emergency Services get details of your location. This might be handy if you should come across in incident in an area of with you have limited or no local knowledge. There has been an article placed on our Website with the full details if you want to find out more.

Talking of changes during June on Smart / Managed motorways with Gantry signs anyone going through under a Red X now commits a Traffic offence. The cameras if fitted will take your vehicles photo and prosecution will follow. See our website for full details.

Please don't forget to keep an eye on our Group Website as it's frequently getting updated with new content.

If you also come across an interesting article, please contact and share it with us so we can in turn pass it on to others.

Until next time safe Driving

Best regards

Paul

GROUP MEMBERSHIP

- We are at that time of year once more and in my other role as Group Membership Secretary you will hopefully be aware that I have been progressing your renewal of this matter in recent weeks with you.
- Some confusions seem to arise and dare I say it persist. Please refer to page 9 in your newsletter. Should you wish to talk to someone on either IAM or Group memberships please ring using the Committee Members detail on that same page.
- Do remember to keep us up to date asap with any changes in your contact detail. If you do not tell us we may not be able to support you as you may wish.
- Browse both the IAM and your Group websites it has a whole raft of detail for you.

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

Over the last few days, prior to me writing this, we have had sunshine with temperatures reaching 21°C, (70°F); this has been quite pleasant, that is, unless we have had to get into our car, which had been parked in the sun. Even with a fairly modest temperature of 21°C, the inside of the car can reach 40°C after just half an hour; after an hour the temperature inside a car can climb to 45°C, or even higher, without a problem. This creates “the horror of having your car parked in the sun all day! If you have just left the office, feeling tired and hot following a stressful day, the last thing you want at that time is to be confronted with having to get into a stiflingly hot car for the journey home. You didn’t intentionally park it in the sun of course; it may well have been in the shade when you initially parked, but as we all know, the sun moves throughout the day thus thwarting our initial plans to shade our driving environment.

So, what precautions can we take to keep the car’s interior reasonably cool and functional for when we return to it? If at all possible, find a parking spot that you definitely know will be shaded though out the whole of the day. (If you leave any possessions in your car, keep them out of direct sunshine and preferably out of sight in the boot). If you haven’t done so for a while, check your car’s air conditioning to be sure it’s running in good condition, it may need a service. Get a sunshade or window visor to cover the windscreen, also consider using shades on the other windows. Leave a towel over the steering wheel to prevent it from becoming intensely hot and consider covering the dashboard to protect that from the heat.

If you do get “caught out” and do return to a “oven environment” within the car then first things first, open both the windows on one side of the car, then “fan” the interior by swinging a door on the opposite side back and forth. Once you have shifted the bulk of the hot air from the interior start the engine and switch the air conditioning to its coldest setting. If you have the option select the “external” air setting, rather than the air recirculation setting. The air outside the car will be cooler at this point. Open all remaining windows, as the air-con system will take a few minutes to become effective. Direct the cold air to the lower air vents because heat rises, so it makes sense to blast the cooler air into the footwells, forcing the remaining hot air already inside the car upwards and out of the open windows. Shut off the upper vents on the dashboard and at the base of the windscreen so that the full flow of air into the car is directed upwards. Let the air conditioning work its magic for a while, remember that you have moved the air but now need to cool the hot objects that are in the car, the dashboard, the seats, the door panels and so on, let them start getting down to a reasonable temperature before you get into the car and try to drive it.

Once the temperature is approaching an acceptable level then start driving as this will boost the air flow and improve the effectiveness of the air conditioning. Keep the car windows open for a few minutes to let the remaining hot air escape, then, once the air-conditioning is blowing cold and you can feel the interior of the car cooling down, close all the windows and switch to (pre-cooled) recirculated air. You can now open the upper vents and adjust the flow as required. Some vehicles have more sophisticated systems, that allow you to set and maintain a constant temperature within the car; as you know, as an Advanced Driver you should understand the systems on your vehicle to use them to maximum advantage!

IAM RoadSmart encourages consideration of “Human Factors” in our driving; achieving a comfortable temperature for both you and your passengers should be prominent in your thoughts at all times especially now we have a taste of Summer.

Until the next time enjoy your motoring and stay safe.

Roy Richards
Group Chief Observer

*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.

A Winning Team

Mike's journey from "Civvie" to Master!

Age does strange things to the mind, particularly when becoming an octogenarian is imminent! My wife was insistent that my 80th birthday had to be acknowledged in some way? My immediate thought was to "jump out of an aeroplane", but I was brought back down to earth when she reminded me of my previous two surgeries to remove a third of each lung to treat lung cancer! Although successful, it has left me with much reduced lung capacity. It was therefore "decided" that parachuting was out of the question!

So, my wife bought me a gift voucher from IAM RoadSmart for an advanced driving course. My chosen group was Wolverhampton Advanced Motorists. Almost immediately I was contacted by the Chief Observer (Roy Richards); a 'Taster' run was arranged within days (very impressed!) and my journey began. As an experienced driver who can account for some 1,530,000 miles of driving since 1981, the hour with Roy was reasonably smooth, but nonetheless required a few tips from Roy which gave me a warm feeling and assured me that my wife's present was going to be special!

Roy allocated me an observer, Roger Denley, who rang me within 24 hours to arrange my first run. I was impressed with Roger from the start. As an ex Royal Marine being on time has always been at the very top of my agenda. Roger did not disappoint. After six hours of training Roger and I decided to take the plunge and apply to take my test.

A pre-test drive was arranged with Alan Bates. Unfortunately, the evening prior to this I received news from the USA that my older sister had passed away, hence the run was dreadful!! "NEVER DRIVE IN AN EMOTIONAL STATE"! Luckily Roger persuaded Alan that this was NOT how Mike Webber usually drives, hence I was put through to be tested.

Again within 24 hours Steve Tyler, who was to be my examiner, rang me and a date was made for the following week, 5th December 2018. It was a dry day, I met Steve at 0930 at a local garden centre. Steve watched me reverse into a space, a quick chat which put me at ease with the attitude "we're here to pass you!". After a few minutes I manoeuvred past a difficult junction and I could feel Steve settle into his seat. Almost immediately I took advantage of an overtake situation and continued on a demanding but not too difficult route. Everything went my way, even pedestrians appeared to be on my side and did everything my commentary predicted. We were on the road for exactly 59 minutes, a few general questions and I was delighted to hear Steve say "Very good drive Mike, and worthy of a F1st pass".

I reported the good result to my Observer, Roger Denley, who immediately suggested "Why not go on to your Masters?". I promised to give it some thought. I had a very busy couple of months floating an idea of reminding 70+ years drivers that the IAM along with RoSPA offered help in improving driving skills, but in early February I decided to take the plunge and applied to take my IAM Masters. Yet again IAM RoadSmart did not let me down. For obvious reasons I requested Roger Denley as my Mentor (we were already a successful partnership). Robbie Downing contacted me almost immediately and we set a date for 25th April 2019. Roger and I set out our plans for the six-week period and my mentoring restarted without any problems. This is where Roger's marking policy came into its own. Week one was 40 and we (with a lot of work) reduced this to a fraction over 30 at my last outing. Roger kept uttering throughout "Polish, Polish, Polish" and reiterated that the Masters test would demand a polished and smooth drive!

The day of my test arrived which to me was extremely exciting (80-year olds don't get excited too often!!). I had arranged to meet Robbie at 0930 at a garden centre on the outskirts of Burnham-on-Sea. I arrived early, as did Robbie, hence after a quick coffee and eyesight check we were on our way. Robbie's direction commands were short and succinct throughout, which gave me a warm comforting feeling. The route was ever changing from A to B roads, with a few unclassified. The traffic encountered was moderate with quite a few hazards in the Cheddar area. I soon realised that this was going to be a demanding but extremely interesting test of my skills and in particular stamina! Fortunately, we only encountered a few drops of rain which meant extra care needed to be taken in some areas. Robbie liked my manoeuvring around mini roundabouts, with the comment "the clue is in the name!". He made me feel comfortable throughout with "no wincing" at my few misdemeanours! We arrived back at the garden centre almost exactly 90 minutes after our departure. We went into the local coffee shop and my debrief commenced, this was also where my knowledge was enhanced by what must be the most erudite assessment I have encountered. I probably learned as much during this hour as I had inculcated during the previous few months. However this was premised by the wonderful words from Robbie: "You came here today for a Distinction, didn't you? Well you've got one!!".

Mike Webber

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!

IAM Press Release

Summer driving: tips from IAM RoadSmart

Do you have plans to go away this summer?

Our head of driving and riding standards, Richard Gladman, has put together some tips to keep you safe on the road.

- Plan your journey ahead of time to ensure you know when and where to take breaks. Before you leave, make sure you check for any traffic updated that may cause you delay or to re-route
- Check your car before you leave. This should include, tyre pressures, tread depth and condition, and checking fluids. Top up your screen wash and oil (if needed) and check for any underlying problems before you set out on your journey. A good starting point is to do your [POWDERY checks](#)
- Stay hydrated. Keep bottles of water in your car in case of any emergencies. We recommend having plenty of water as it is essential to stay hydrated to maintain concentration
- Driving in the heat can cause fatigue and concentration starts to slip after two hours of driving. Make sure you take frequent breaks at service stations to stretch your legs
- Create an emergency kit. Drinks, snacks, a charger for your mobile phone, and a roadmap for any last-minute detours can be useful. If you're travelling with children, remember to bring some entertainment to make the journey less stressful

Richard said: "Preparation is key to an enjoyable trip. A well maintained car and a fully fit and prepared body can make the difference between a pleasant drive in the country and a nightmare journey to be endured. Whilst the trip may be about the destination, it is much better if the journey is enjoyable too."

(Editor: This Release and others are on our Group Website for your reference. Please read them as they are added to on a regular basis. Our website is a living document for all to read.)

In the right Gear,?

IAM Press Release

Businesses wrong to expect technology alone to make their staff drive better says IAM RoadSmart – and calls for driver retests and an end to lifetime licences

IAM RoadSmart believes that many businesses are missing out on opportunities to improve road safety for their drivers, by relying on technology alone to solve the problem for them.

That is one of the conclusions reached in the latest white paper issued this week by IAM RoadSmart entitled *Driver Education – What More Can Be Learned?*

Whilst legislation around the need for driver risk management is very clear and already in place, application has proven difficult. This has resulted in a lack of clarity around the minimum standards required to be compliant.

The charity stated that many companies “check that their drivers have the appropriate licences and feel that their responsibility ends there. In some cases they may employ technology to monitor driver behaviour, but typically this is used more as a way of maximising operational efficiency as opposed to improving safety.”

Some businesses may argue that with 90-95% of collisions caused by human error they are absolved from any responsibility for poor driving, pushing the blame down to the driver as an individual.

The report also advocated that training should not be restricted to a one-off session – but to be a life-long continuous process.

Tony Greenidge, IAM RoadSmart business development director, added: “Perhaps we should require people to retake their test after a certain number of years? There is a growing belief that we should.

“I cannot think of another single task as difficult, complex, important or as dangerous as driving on business, where quite literally, you can perform well for just an hour of your life - during the driving test - and that's all that's required for the next 60 years or more. Given the rapid changes in technology, legislation and congestion this just does not seem logical.”

The report said: “It is well known that the standard driving test is designed to check whether a driver's skill meets a minimum standard, but this does not necessarily prepare drivers for real-world scenarios.”

The report continued: “Indeed, the effectiveness of any training given to pass a driving test will vary depending on the age, profession and experience of the student. Furthermore, for most drivers, the driving test is the very last time their abilities are ever formally assessed.”

The report also explores the immense cost to businesses in terms of inefficient driving which can lead to vehicle damage, poor fuel consumption, lost productivity, uninsured liabilities and medical expenses – as well as impacting on road safety.

“There is no doubt that the biggest influencer in fuel consumption is the driver's right foot. Using an example of a driver doing 20,000 business miles per annum in a diesel vehicle, a 5mpg improvement in fuel consumption is worth around £330 a year,” it said. “Based on this simple example it is clear that small improvements in driving style and behaviour can make a big impact on cost as well as safety.”

The report also considers the dangers of relying purely on technology, as in many cases the driving issues identified are not followed up with an appropriate and proactive driver training intervention.

It said: “Technology is often relied upon to provide a solution to poor driving. In itself however, it rarely influences driver behaviour or attitudes.”

Tony said: “While technology can tell you ‘how’ it cannot determine the ‘why,’ and it is this piece of the jigsaw that many businesses leave unanswered.”

He stressed the importance of improving the skills and increasingly the behaviours of business drivers, particularly given the ever-present challenge of smartphones.

Tony said in the report: “There is still nothing to replace the direct educational feedback delivered by a professionally qualified trainer who is actually experiencing what is going on around them. They help change the way you think by linking their advice to a real and live example.”

He said that many companies cite cost as the reason to not pursue a driver education programme for its employees. He said in the report: “Companies will spend £400 a month on leasing a car and they'll factor in road tax, insurance, maintenance and fuel.”

Tony said: “Building the business case and securing the budget for driver training can involve a very long sign-off process. This seems odd when the cost of implementing a comprehensive risk management programme can be as little as just £5 per month, per driver.”

The report concluded that the benefits to improving the performance of those who drive on business can deliver massive cost savings for a very small level of investment.

Tony concluded: “For the price of a large coffee per driver per month it is possible to put a comprehensive, fully auditable and compliant driver risk management programme in place and deliver substantial savings.”

*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,?*

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 September 2019

Tony Robson - Editor.

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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 on 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 applicable, 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 - Full / Associate 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'

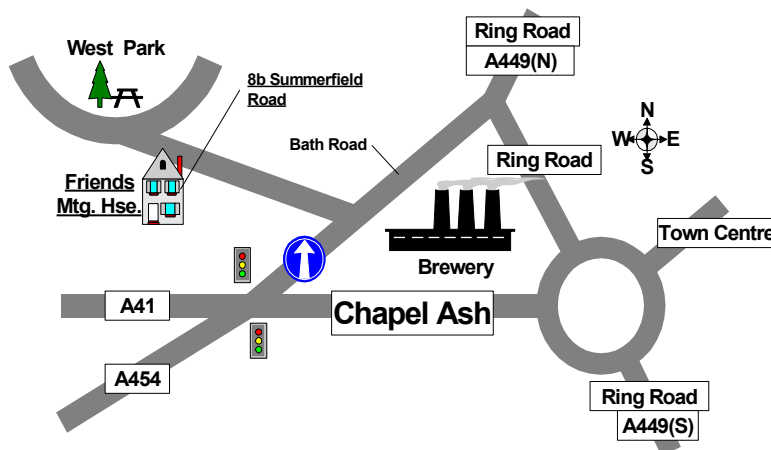


IAM RoadSmart
Registered Charity: 249002

**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:

- William Young
- Sarah Cherry
- Christopher Player
- Robert Hayden
- Nicholas Manea-Paquet
- David Smith

Members requalifying:

- Jonathan Edwards
- Steve Wildman
- Terence Arthur
- Dalbeer Singh Gill
- Kevin Griffiths

Members requalifying:

-

TEST PASSES

- Mike Webber (Masters distinction)
- Steve Wildman (F1rst) (Observer: Tony Robson)
- Jonathan Edwards (Observer: Nigel Packer)
- Taylor Hodges (Observer: Nigel Packer)
- Robert Hayden (Observer: Mike)

Leadbeater)

- David Smith(F1rst) (Observer: Peter Spillan)
- Sarah Cherry (Observer: Alan Bates)
- Nicholas Manea-Paquet (Observer: Roger Denley)

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

***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.