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IAM Herefordshire is a Registered Charity, dedicated to developing safer drivers of all ages. Affiliated to the **IAM** and accredited to **IAM Advanced Driving standard**, we provide practical support, technical advice, in-car guidance and on-going skills training as a voluntary service to the community.

Registered Charity No. 1049679.

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Depending upon when you receive this, the weather could be fine, wet, cold or warm.

That's Spring for you. Ever-changing, never entirely predictable.

That's when being a safer driver really pays off, because you will be aware of the different hazards you will meet, will have planned to deal with contingencies and had your car serviced, ready to drive safely in all weathers.

Seasonal Safety Tips (page 4)

- What's different in Spring?
- Tell-tale signs
- Summer drivers
- Rural road users
- "What if?"

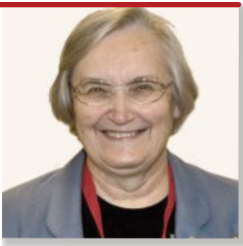
In addition, there is news about changing regulations, technology and driving standards.

Your suggestions for new features will be welcomed. Please send your ideas to Bruce Foster at news@iam-herefordshire.org.uk

See more about this and much more on our new website. Take a drive round www.iam-herefordshire.org.uk

Herefordshire headlines

Kath Watts
Chairman



Reaching out for Safer Driving

Since the beginning of the year, David and I have been invited to speak to groups such as a local **Probus** group and **Ledbury U3A**.



These talks have been very well attended and are helping to generate interest in **Skill for Life** courses and **Safer Driving “Refresher” Days**.

If you are a member of any group which would be interested in learning more about **IAM Herefordshire** and what we do to promote **Safer Driving**, please give our details to the relevant person and we would be happy to discuss how we can help you and your group.

Could you please help us, too, by sparing an hour or two of your time by putting leaflets in village shops/halls etc., to promote **SfL** and **Driver Refresher Days**, or by helping to make drinks and wash up and set up the rooms we use! please get in touch with **Stella** or myself.

The more people there are to help, the less everyone needs to do.

How old are we?

We were debating how many years ago **IAM Herefordshire**, in its many guises, such as **HAM**) began serving the community.

Penalties for Phone/driving

Chris Greenwood, Crime Correspondent for the **Daily Mail**, reports that Chief Constable Suzette Davenport, the Association of Chief Police Officers lead officer on road policing, would like to see a two-tier system of penalties for driving whilst using a mobile phone.

It is reported that, in 2014, 21 fatal accidents were attributed to drivers using mobile phones.

Miss Davenport suggests that business users should face harsher punishments than others if caught twice Phone/driving.

Business drivers are under great pressure to deliver goods in a specific window of time, attend meetings throughout the country etc. It would seem that if one’s business relies on taking a call whilst driving, one is more likely to increase the risk of causing an accident..

It is suggested that a delivery driver, for example, loses his/her licence for a short time if caught twice phone/driving, in addition to an increased fine.

I wonder why this penalty is not deemed suitable for **all** phone/drivers? I would suggest the risks to other road users are not dissimilar, whoever is flouting the law.

Another suggestion has been that phones used whilst driving should be confiscated. This might be more of a deterrent because it would affect the user’s daily life in many ways.

What do you think?

Please send any comments to Mike, our Editor.

Having asked around, many think we started up as early as 60 years ago, in 1956.

If you were around at the time, could you please confirm this to Kath or David?



Congratulations

Skill for Life Passes

- Brian Roby 1st
- Beryl Baylis 1st
- Lisa King 1st
- John Holmes 1st
- John Davis
- Greg Clare
- Joan Wakeling
- Geoffery Linton
- Jennifer Oatley
- Ivan Ferguson
- Stephanie Habbitts
- John Morton
- Lucy Phillips
- Chris Barlow
- Dawn Cox
- Graham Phillips
- Carole Sheppard
- Tom Snell
- Christopher Grey
- Anthony Mansfield

Observer

- Iain Aird
- Rob Turner
- Ann Nevelos
- David Williams
- Andrew Jenkins
- Mike Oliver
- Kath Watts
- David Williams/Diana Sessarago
- Mike Oliver
- David Williams
- Andrew Jenkins/David Williams
- Mike Oliver
- David Williams/Kath Watts
- Kath Watts
- Kath Watts
- Ted Hayward
- Peter Hodge
- David Williams
- Rob Turner
- Phil James



Further congratulations to Dr John Holmes who, subsequent to passing his Advanced Driving test, went on to take his Master Driver test, achieving a Distinction (over 80%). His Mentor was David Williams.

Thanks and Acknowledgements



Ruth Norsworthy

It was with great sadness that we heard of the death of our friend, Ruth.

Ruth had been a very staunch supporter of **IAM Herefordshire** since becoming a member in June 2012, generously inviting us to use her home for our **SfL** meetings at Steen's Bridge and helping at driver Refresher Days and other events whenever the dates did not clash with anything else in her busy calendar.

Anyone who visited her home for a **SfL** course could not help but admire Ruth's talent and enthusiasm as an organist. Some while ago, I had the honour of attending a recital given by Ruth which astonished me by its complexity.

I smile when I think of the last time we met, at Bengry Motors car dealership, when I was speaking to several groups of ladies and Ruth was popping up in the background to take photographs and waving to tell me my allotted talk time was at an end.

Ruth will be sadly missed by many people and our thoughts are with Peter and her brother, David, at this time.

BENGRY'S
Leominster

Bengry Motors

Our grateful thanks to **Viv Melia** and her team at Bengry Motors, Leominster for their wonderful support throughout last year. Not only did they take whole page advertisements in every issue, but we were invited to participate in their promotions, including their celebration of 60 years in automotive retailing.

Subscriptions 2016

Our thanks to all of you who have paid your subscriptions for the next 12 months to **IAM Herefordshire**. It really helps us when you make these prompt payments and it is very much appreciated.

However, there are still a few payments outstanding and we also need to contact some members who are not paying the full amounts of £15 per individual (or £17.50 per family group). There are actually some 50 or so members who need to make some changes, either to rearrange their standing order at their own bank to our new bank account at Barclays (it used to be Herefordshire Advanced Motorists via Lloyds), or to amend the amount they have paid.

Please check your bank statements for the last 3 months (Dec, Jan & Feb) and if you are not paying us either £15 or £17.50 to our Barclays account in favour of **IAM Herefordshire**, please contact me directly on **01981 540006**, (leave me a message if no reply or the line is busy and I'll call you back) or via email, when I will be pleased to advise you and assist with any changes required.

On behalf of the Group, may I also express our gratitude to those of you who have sent us separate donations and Gift Aid forms, both of which make an enormous difference to our finances and really assist us with promoting safer driving in Herefordshire?

Thank you.

Alan Eastough

Membership Secretary

Email members@iam-herefordshire.org.uk



The benefits of being a passenger

When you are the passenger, an advanced driver has a tendency to look at the road ahead as they would if they were driving.

Yet this is an ideal opportunity to study aspects of the road and drive that you cannot do to the same extent as when you are the driver. Let's associate it with IPSCGA. You aren't going to do all of these at the same time but over a number of drives, so be disciplined in your intention on each occasion!

Information gathering

- Take the opportunity to look in more depth at the immediate road, studying its surface, potholes, camber, etc. Look for aspects- perhaps quite subtle- that you hadn't seen before.
- Take longer to look to the sides; look for cross views, identifying short stretches of low hedges, or fleeting gaps, that will allow you to see what's off to the sides of the road.
- Look in detail at junctions you are going past; property entrances; and types of properties, identifying those where there may be regular traffic movement. Also, are there signs of new builds getting underway?
- In the rural areas, look at the usage of fields. What type of crops? When are they likely to be harvested? Could that lead to mud on the road? Has someone starting a camping site?

Positioning

For this, you are going to concentrate on the road ahead.

1: Consider where you would position the car, for instance as you approach a right hand bend. How close could you get to the left, without being in the muck and rubbish, broken road surface, etc?

Do you normally get that far over?

Driving Horizons



David Williams
Chief Observer

However, now you want to look for the point at which you can see the left hand side of the road ahead, beginning to straighten- your point to add a bit more acceleration. Then you want to identify when you can see the right hand side of the road and begin to cut the radius i.e. move towards the centre line. Do the same with left hand bends, but remember your limit point is now the centre line, not the other side of the road, and you want to be able to leave at least an imaginary pavement width, or otherwise determine that you must reduce speed to account for the possible pedestrian on your inside around the bend. It's surprising how the exercise can cause you to modify future positioning.

2: Do the same with junctions, blind summits, approaches to speed limits, comparing your assessments to how you might have driven the road in the past.

Speed Gear & Acceleration

It might not be possible to take all three at once, but the principle is the same. Taking account of what you have identified on previous occasions, should you modify S, G or A at any particular point? For example, on that drop down to a left hand bend, would it be appropriate to maintain one gear higher and accelerate at a slightly earlier point? On the rising, right hand bend, could you lift off a fraction earlier/later and get a bit closer to the left?

The ability to let your eyes and senses take longer to absorb information because you don't have to concentrate on the road immediately ahead, can be a considerable aid in improving your subsequent performance on that same piece of road.

Much better than analysing the driver!

Safer Driving in Spring



Seasonal Safety tips

As advanced drivers, we should always be using the system of car control – **IPSGA** – so when it comes to changes in the seasons, what we are looking for are changes in the Information we are gathering and using.

So what's different in Spring?

Hopefully there will be more sunshine- but low angles can lead to dazzle, both front and rear views. Combined with the inevitable April showers, it becomes even worse.

So, our no.1 priority is spotless windows all round, all the time.

In our rural county, there will be an increase in farming activity - so an increase in slow- moving agricultural vehicles; probably mud on the roads and even the occasional stray lamb!

Look for the tell-tale signs - and anticipate.

The better weather will also encourage more people to get out and about. What used to be referred to as the "Sunday drivers" may actually be out on any fine day. Because they are out to enjoy the better weather and the greening of the countryside - and why not? - they will be taking their time.

Perhaps we should call them "Strolling drivers".

Ambling along, looking around, they won't be paying much attention to their actual driving, so if we come upon them, what can we expect? Slow driving; sudden decisions to stop and admire the view; late decision to pull in to that pub for an alfresco meal?

This is where advanced drivers will be especially alert, trying to predict and anticipate what the driver in front is likely to do. The information will be there; a slowing down; a slight wandering; driver's head moving a bit more animatedly; perhaps a passenger pointing.

If we can anticipate the "language" we shall be able to interpret it early enough to take appropriate decisions.

The better weather will also encourage the non-motorcar driving road users.

Cyclists, horse riders, runners will all be out, sometimes in force plenty on their own, just around that bend ahead. All we have to do is be aware and anticipate.

Constantly ask yourself "what if?"

Spring can catch you out, with the occasional frosty morning. If you have ice on the car, then there will be ice on the road! If you are travelling any distance, get a weather forecast and prepare accordingly.

We want to enjoy the better weather too and driving at this time of the year, after the sombreness of winter, can be a real pleasure.

There is nothing better than giving you and the car a "good stretch" on a favourite route. One of mine is from Hay, up through Clyro and Hundred House and over to Llandrindod.

Wherever you go, enjoy safe driving!

David



What's in the boot?

Dashboard Cameras

(continued from previous page)

Many more drivers are now installing dash cams in order to protect themselves against this type of fraud and even against possible accusations of careless driving. Cameras continuously record high quality video, constantly overriding previously recorded footage. This footage can be helpful in the event of an accident in establishing who was to blame. This technology is welcomed by the insurance industry and some are offering a premium discounts for vehicles where cameras are in use.

Legality

There is no law preventing the use of dash board cameras in the UK although that is not the case in some countries where there are data protection and privacy concerns. Drivers do need to make sure they do not interrupt their view of the road and the video screen must be switched off whilst driving. According to David Barton, a motoring law expert, there is no problem with presenting footage in court

Camera Features

As always the features available depend on the price which can vary from as little as £35 to more than £270. Some have a combination of forward and rear facing cameras. Importantly it is best to go for good resolution and at least 1080 DPI is recommended. Most operate well in low light conditions and incorporate a GPS sensor to record position time and speed.



Usually there will be a G sensor to record heavy braking and impact loads should they occur and in the event of an accident the last 30 seconds of the record are frozen for further reference.

Some of the more expensive cameras include the following safety features:-

- Lane departure warning
- Speed alert in restricted zones
- Forward collision warning

Installation and set-up appear to be straight forward but most large suppliers would provide assistance to anyone having difficulty. It does look as though these cameras could become the next standard feature on our vehicles.

Apart from its intended use for safety and protection, one constructive action for **IAM Herefordshire** members would be to view your own drive periodically on your PC to see how well you are driving.

Medicines and Driving

In our Winter issue, we raised the issue of driving whilst impaired by drugs, some of which might be patent medicines, prescribed or bought from pharmacies. Since then, we've noted that some manufacturers now include the warning on their packaging, so check what yours says and, if in doubt, consult with your Doctor that they do not affect your ability to drive safely.

Driving in a changing world



Insurance fraud

The rise in insurance fraud is said to cost all policy holders an extra £50 on premiums. The **Insurance Fraud Bureau** published a report estimating that the “crash for cash” problem was costing £392 million annually. Fraudsters target innocent motorists to deliberately cause accidents with the intention of making as much money as possible from insurance claims and in so doing put lives at risk.

A more recent phenomenon is ‘flash for cash’ where a fraudster will flash their lights at an innocent driver to beckon you out of a junction and then to deliberately induce a crash for which you will be blamed. The AA have issued the following guidelines to avoid being a victim. Advanced drivers will already be practicing these.

Avoid being a victim

- Look well ahead trying to anticipate possible hazards at all times
- Allow plenty of space to the car in front at all times but particularly at junctions and pedestrian crossings
- Be particularly wary of a vehicle in front driving erratically or slowing down for no apparent reason
- If you suspect that the brake lights may not be working on the car in front keep well out of their way
- Never assume that flashing headlights is a signal inviting you to proceed. Use your own judgement and proceed carefully (Highway Code rule 111)
- Do not assume, when waiting at a junction that a vehicle coming from the right and signalling left will actually turn. Wait and make sure (Highway Code rule 170)

If you think you've been a victim

If you've been involved in a collision that you suspect may have been deliberately induced:

- Don't admit liability for anything at the scene
- It is best not to challenge the other driver directly with your suspicions
- Take written notes - what happened, descriptions of the other driver and any passengers, what's said etc.
- Take as many photographs as possible - discreetly if you can
- the general scene
- the damage to both vehicles
- the inside of the other vehicle showing the number of occupants - a picture proving there weren't lots of people in the car reduces the potential for fraudulent injury claims
- Insist on calling the police (the fraudster may well back off) and tell them of your suspicions when you do so
- Check for independent witnesses - but be aware that gangs can plant witnesses as part of the scam
- Report the incident to your insurer as soon as possible, and tell them about your suspicions
- **Report the incident to the Insurance Fraud Bureau's Cheatline on 0800 422 0421, or on their website**

(continued on next page)

Book on our next “Safer Driving” course. Details on pages 8 & 9.



Peter, a friend of mine, runs a vintage car and a modern “sporting special” that does nought to frightening in no time at all. A real car buff. He kindly took me to the **Racing Car Show** at the NEC. Wearing my I.D. pass, which identified me as a “Mechanic” by Trade, I was welcomed at every stand!

Mission for the day? To satisfy a burning curiosity to find out how the pit lane crews monitor tyre wear, temperature and pressure whilst an F1 car is actually racing. Dr. Blackburn of Cranfield University explained that it is done by Telemetry. A row of scanners monitors each tyre face and relays the information back to control.

All became clear at the K. A. Sensors Ltd. stand, where I learned that the sensors are built in to the bodywork and fibreglass struts. Front tyre uneven wear is adjusted by tweaking the front wing during the next pit stop. Inside tyre temperature?

Easy. During testing, it is possible to have sensors extended from the tyre valve inwards. The technicians sometimes glue on various bits that only last a few laps but they obtain the information required. “They don't like us drilling more holes in their wheels!”

Students at Lancaster University had built a cigar-shaped car powered by a 50cc cement mixer engine and driven by a “slender” driver to achieve maximum m.p.g. Another University made a battery-powered car of the same shape and all the students were keen to explain the projects.

At the Santa Pod drag racing stand, two of the mighty “beasts” were on show and I learned some amazing facts and figures, particularly the G forces involved.

A Great Day Out, Grommit lad!

Racing cars from the past and present were on display. Under the watchful piercing gaze of a tall security guard “Gentlemen; do NOT touch the cars....”

I talked to a body expert who works on an enormous PanAm racer. It was a huge blue wedge shape. “Faster in a straight line than F1s of the time”

Another technician explained the complicated formulae for someone choosing ordinary tyres. Consider driving style, high or low mileage, will the car be kept for a long period? Then he explained how, cheaper tyres and high rolling resistance, high mileage equals X running costs. Expensive tyres, less rolling resistance, same high mileage, less fuel used, running costs Y. “So” he said “That's not the same as asking for “Four of your cheapest black doughnuts please John.” Agreed!

There were twenty display halls to explore, and late in the day I saw an F1 drive simulator. The display was one of today's tracks. The nose cone and wheels were in vision and we watched people hurtling around and spinning off in a shower of debris.

The seat responded to cornering, braking and steering and a sound track made it all realistic. I thought of having a go but I knew that I was feeling “information overload” and tired. So a few laps would be needed to try out the paddle gear changes. Another day perhaps?

Mission accomplished - and more!

Mike Oliver (Northern Man)



Book on our next “Safer Driving” course. Details on pages 8 & 9.



Thinking of going to France this year?

BEWARE!: FRANCE IS GETTING TOUGH ON BRITISH DRIVERS!

France is to issue "virtual licences" for British and other foreign motorists who will be banned from driving in the country if they lose them and have their cars confiscated if they flout the ban. It will also create a black list of foreign drivers who have failed to pay traffic fines.

The crackdown on foreign drivers was one of a battery of measures the French government have unveiled in a bid to reverse a worrying rise in road accidents in France. Accidents increased last year for the first time in 12 years and rocketed by almost 20% in the month of July compared to 2014.

Manuel Valls, the prime minister also announced the country would introduce 10,000 "fake" speed cameras to scare motorists into slowing down and experiment with drones to keep an aerial lookout for dangerous drivers.

As part of its 22-point plan, France will roll out an additional 500 "real" speed traps over the next three years bringing the overall total to 4,700. Private contractors, not the police, will operate mobile radars. Some 3,384 people died on French roads last year, a 3.5% rise, suggesting the government faces an uphill struggle sticking to its stated aim of bringing the annual death toll down to 2,000 by 2020.

Foreigners only account for 6.7% of the drivers on French roads, but were involved in 12.5% of traffic offences last year – some 3.13 million cases.

Under an EU directive outlined in April, British drivers caught on camera exceeding speed limits in France and other EU countries will no longer be able to avoid fines under new rules to come into force from 2017. Half a million British motorists are flashed by speed cameras in France each year. Currently, French police do not try to collect fines, although they do impose on-the-spot penalties when they stop British motorists who are speeding.

It is difficult for them to track down those caught on camera because Britain opted out of a 2011 EU directive on road safety. Britain – along with Ireland and Denmark, which also opted out of the earlier directive – will have until May 2017 to enforce the new one. The French police say many foreign drivers break speed limits because they know they can avoid fines. The new directive will also allow the UK authorities to target European motorists who commit offences in Britain. However, a much higher number of British drivers are believed to avoid penalties abroad. British drivers who commit offences in cars hired in France already face fines, which can be taken from the credit card they used to rent the car. Last year, the AA said there was already evidence that French police were targeting British drivers with a disproportionate number of speed cameras on roads to Channel ports.

Among the other French measures are tougher sentences for drivers using false licences or uninsured vehicles; a €650 (£480) penalty on companies who fail to communicate the name of an employee who commits a traffic offence in a company vehicle and more widespread use of ignition interlock devices, or car breathalysers, for drink drive offenders.



Springtime with, hopefully, warmer weather is the time when we shall see more cyclists getting back on to the roads. The recent unfortunate accident to David Williams, our Chief Observer, brings into focus the vulnerability of cyclists on our roads.

With the greatly increased interest in cycling, we can expect to see many more using cycling for transport and pleasure. Not all will have had any training and, as always, a minority will be inconsiderate. The AA has issued the following guidance to drivers:-

- Cyclists have the same rights on the road and, as a driver, you should remember that you are sharing the road with them.
- Expect cyclists in unexpected places - always check your mirrors for cyclists before turning.
- If you're uncertain as to the intention of another road user - including cyclists - hold back rather than risk a wrong assumption.
- Watch out for cyclists coming up on your near side when turning left or moving over to the left - check your mirrors and blind spots carefully
- Give as much room as practically possible when overtaking a cyclist - Highway Code Rule 163 illustrates one car's width - they might have to move out to avoid hazards on the road like drains, potholes or debris which you might not be able to see.
- When parking, check the door mirror and look behind you before you open the door to make sure you don't hit a cyclist.
- When turning left, allow any cyclist ahead of you to pass the junction rather than overtake them and turn sharply across their front wheel.

- Don't overtake a cyclist if you can see that the road narrows ahead - if they're travelling faster than you think, you could end up squeezing them off the road.
- Don't drive aggressively around cyclists nor sound your horn.
- Cyclists might be travelling faster than you think (could be 20mph plus) – so judge their approaching speed with care before pulling out at a junction.
- Take special care on roundabouts – you must give way to any vehicle approaching from the right and that includes cyclists.
- Be prepared to wait behind a cyclist turning right in the same way that you would a car – rather than squeezing past or getting impatient. Don't park in cycle lanes; you could be forcing a cyclist into a dangerous situation and will be committing a road traffic offence if you drive or park in a cycle lane marked with a solid white line.
- Match your speed to the conditions and make sure you will be able to stop well within the distance that you can see to be clear – on country roads there could be a group of cyclists, a horse or pedestrians ahead.
- At night, use dipped headlights when approaching cyclists, as you would for any other road user.
- To get a better understanding of the risks cyclists face, consider riding a bicycle for some of your own journeys .

Let us keep Herefordshire safe for cyclists.

Helping first-time drivers



Young Driver Training

Research has shown that learning to drive responsibly from an earlier age lowers the risk of accidents. 400 are killed each year in the UK in accidents involving young drivers, and one in five newly qualified drivers will crash their car within six months of passing their test. Statistics quoted by the **AA** on young driver accidents show that:-

- 23% of 18 -24 year olds who had been involved in a crash had crashed within 6 months of passing their test
- 33% of 18-24 year olds have been involved in an accident when driving.
- 28% of those who had been involved in a crash had crashed by the time they were 21 years of age.

There is a call for young drivers to be given opportunities to drive in safe off road conditions before reaching the age of 17.

There are now several possibilities for 11-17 year olds to gain driving experience safely enabling them to learn practical road safety skills before being exposed alone behind the wheel on busy roads.

Under 17 Car Club

This club provides young drivers with the opportunity to drive all types of vehicles under safe instruction and operates from February to November and meets nearby in-

- Gloucestershire (Moreton-In-the-Marsh)
- Warwickshire (Stratford upon Avon)
- Worcestershire (Evesham)

Details from the **U17CC** website

Manufacturers' Participation

Several manufacturers are now offering young driver training schemes and the one offered by **Jaguar First**™ is available in Coventry (Ricoh Arena) and Birmingham (Edgbaston Cricket Ground).

"**Jaguar First**" lessons start from just £45 and are available to **book at www.jaguarfirst.com**. The lessons offer under-17s a fun and safe way to experience driving a car, in a realistic on-the-road environment, with a focus on the skills and attitude needed to become a responsible driver.

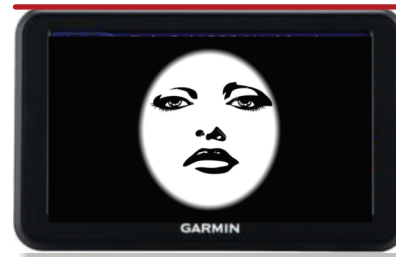
Once they've mastered the basics, youngsters will be able to progress to driving in two-way traffic, dealing with junctions and roundabouts, master turning and steering through slaloms and practice bay and reverse parking. At some venues, there will also be areas where drivers can safely experience the handling of the car at higher speeds of up to 40 miles an hour.

The lessons are also great fun and an exciting yet safe way to give new drivers a sense of what it's like to be in control of a car.

All the time spent driving will be in one of Jaguar's latest cars.



Book on our next "Safer Driving" course. Details on pages 8 & 9.



Satnav

attributed to Pam Ayres

I have a little Satnav; it sits there in my car.
A Satnav is a driver's friend; it tells you where you are.

I have a little Satnav, I've had it all my life.
It's better than the normal ones; my Satnav is my wife.

It gives me full instructions, especially how to drive.

"It's sixty miles an hour", it says, "You're doing sixty five".

It tells me when to stop and start and when to use the brake
And tells me that it's never, ever safe to overtake.

It tells me when a light is red and when it goes to green.
It seems to know instinctively just when to intervene.

It lists the vehicles just in front and all those to the rear.
And taking this into account, it specifies my gear.

I'm sure no other driver has so helpful a device.
For when we leave and lock the car, it still gives me advice.

It fills me up with counselling, each journey's pretty fraught.
So why don't I exchange it and get a quieter sort?

Ah well, you see, it cleans the house, makes sure I'm properly fed.
It washes all my shirts and things and keeps me warm in bed!

Despite all these advantages and my tendency to scoff,
I only wish that, now and then, I could turn the damned thing off!

Book on our next "Safer Driving" course. Details on pages 8 & 9.

Members' Refresher Day : May 27

We would like to invite you to take part in a special Members' Day in the Hereford area.

These days are very popular with non-members and we thought you might like the opportunity to meet our friend, Tina Lawrence, whose presentations are always most lively and informative and have a free Assessment Drive.

Numbers will need to be limited because of the number of Observers available to go out for drives, so please email me* or **telephone me on 01981 540382 as soon as possible** and I will send you an application form, together with venue details.

Watch this space . . .

We have two speakers coming to talk to us later in the year. Dates will be in the next Magazine.

Nick Rumney, from BBR Optometry in Hereford will speak about Eyesight with regard to driving and **Phil Heinricy** will talk to us about understanding what it means to drive an HGV, hopefully with the opportunity to get into the cab for a "driver's eye" point of view.

It has also been suggested we might like to get a group together to visit the **Motor Museum at Gaydon**. We also have the opportunity to visit **Jaguar's Research Centre at Coventry**.

Please let me know if you would be interested

Kath: chairman@iam-herefordshire.org.uk

2016 Calendar of Events

We live in one of the most beautiful counties in the country - but driving in town and country brings its own set of hazards and is becoming increasingly complicated, causing confusion and anxiety for many drivers.

To cater for the needs of the majority of drivers in Herefordshire, we run two levels of course, regularly throughout the year and at different locations.

Booking is essential to avoid disappointment.

Safer Driving "Refresher Days"

Specially designed for drivers of all ages, from 30 upwards, who need to update their skills and for those who have lost confidence whilst driving nowadays, whether for leisure, business or necessity.



Each is adapted to the particular needs of those participating, to help them:-

- become more aware of other road users and driving hazards
- reduce the risks of accidents
- get up-to-date with the new Regulations
- feel more confident, with or without passengers

Programme: Fridays: 10am - 4pm

Each session includes a drive in your own car, accompanied by a friendly Observer, who will give you constructive advice which will prove invaluable.

- **April 22:** Ledbury
- **July 8:** Leominster
- **September 9:** Ross-on-Wye

Please ring Stella on 01432 840835 or email safer-drivers@iam-herefordshire.org.uk



"Skill for Life" Advanced Driving, run locally for the IAM (Institute of Advanced Motorists)

For drivers to raise their skills to advanced level and fulfil their potential as a driver.

Our approach to running these courses is different in several ways, which you will find will work better for you:-

- Learning process, delivered by David Williams and Kath Watts
- Interactive presentation, with team participation and open discussion
- Non-judgmental, no pressure . . . just working at your own pace - and enjoying it!

Professional tuition: each of the three evening sessions take only 2 hours, yet cover the entire syllabus in depth.

Accompanied drives: you are assigned a Qualified Observer for accompanied drives.

For more information on **IAM** Skills Days, please go to their website at <http://www.iam.org.uk/drivers/motorists-courses/driving-assessment/skills-days>

Start dates for our "Skill for Life" courses:-

| | |
|---------------------|----------------------|
| Much Birch | Steens Bridge |
| May 10 | May 11 |
| June 28 | June 29 |
| September 13 | September 14 |
| November 3 | November 4 |

Please ring David today on 01981 580382 or email safer-drivers@iam-herefordshire.org.uk



What's on the road ahead?



Take the Skid Pan Challenge!

A thrilling day on a Skid Pan, controlling skidding, avoiding hazards and improving braking in a BMW, under the watchful eye of experienced instructors.

Great for family and friends to join in or see the action. **Book early to avoid disappointment.**

Ring David Williams (01981 580382)



Annual General Meeting Thursday, 23 June: 6.30pm

Your opportunity to:-

- catch up with the latest news
- have your say about ways to improve promoting "Safer Driving"
- support us in our voluntary work to help more drivers of all ages . . .



Driving Courses – what more's on offer?

Although Members are aware of the "Skill for Life" course, the re-assessment drives that we offer, and the Safer Driving "Refresher Days", you might not know that we also offer specific-issue coaching, including Dealing with Distractions, Motorway Driving, Lone Drivers, Driving at Night, Parking and Vehicle Technology.

These modular courses are available to anyone at a modest £15 for a 2-hour session (£30 for Parking and Motorway Driving, which includes practical driving and take half a day.)

If you, or someone you know, would like to take advantage of this type of coaching, get in touch with me about your specific requirements and we shall tailor a course specifically for you.

For more information, ring David Williams (01981 580382) or go to our website (www.iam-herefordshire.org.uk)

