



### Safer Driving in Winter

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#### Seasons change - and so must we!

Driving conditions vary considerably, sometimes day by day. So, inevitably, we need to adjust the way we drive, to get the most out of each journey.

Smooth journey, consideration for our passengers and other road users and prompt arrival ensure that you and others get the most out of every trip you make.

Whatever the weather throws at you, it pays to advance your skills to cope with unfamiliar hazards and unpredictable behaviour by other road users.

So, just as you will be carrying out winter maintenance on your vehicle (you **will** be doing that, won't you?) we need to get up to date - and keep up . . . .

Although we are running our popular Refresher Days (which are an ideal way to achieve a great deal in a short time), we offer one-to-one mentoring which would be tailored to your specific needs.

Why not have a word with David or Stella to find out what would work best for you?

Meanwhile, take a drive round our new website: [www.advanced-drivers.org.uk](http://www.advanced-drivers.org.uk)

# Herefordshire headlines



David Williams  
MBE, QFSM  
Chairman

## Herefordshire Advanced Drivers



for better, safer driving

### What's in a name?

Welcome to this edition of your Magazine. My opening few months as your Chairman again have been dominated with what we should call ourselves and how we relate to what the **IAM** expects of us.

Those of you who attended our AGM and those who have read the previous Newsletter will know that, following the change of name and style of **IAM** to **IAM RoadSmart**, we were told we may not include "**IAM**" in our name.

This has caused much deliberation and discussion - all serious and no falling out among us! In the end, the debate centred more on what we communicated in our slogan.

**IAM RoadSmart** research suggested that "better" was preferred to "safer" driving.

Our experience of Herefordshire motorists, however, strongly suggests that wanting to be a **safer** driver is a key reason for people coming to us.

### As they say, we do what it says on the tin.

The end result - which we hope you will approve - is that we shall identify ourselves as **Herefordshire Advanced Drivers**.

We can see the dangers in shortening this to **HAD**, so that will not be used in anything we publish. That isn't as bad as reverting to our old **HAM**, which gave an unconscious feeling of an amateur organisation.

We also debated calling ourselves **Advanced Drivers Herefordshire**. However, this would have run the risk of abbreviation to **ADH** . . . which have inappropriate associations!.

Head Office have had no objection to our final decision, although not entirely happy that we believe that maroon is a more appropriate colour than the blue, for association with "safety" and continuity with maroon and the **IAM** badge, which we have used ever since we began.

This is the **IAM RoadSmart** logo that will appear on everything received from Head Office and in their publicity campaigns.



***n.b.** I believe that it is noteworthy that the stated purpose of **IPSGA** is to " . . . promote **safety** and prevent collisions."*

Let me sign off with a huge "Thank you" to Mike Warnock for his sterling work in producing this Magazine and website for us in such a professional way.

An equally huge "Thank you" is also due to our Secretary, Stella, who is working so hard - far beyond what we have any right to expect.

This is because we desperately need more administrative help to spread the load so, if you have the skills and some of your time to donate, I would be enormously grateful if you would get in touch with me.

My thanks, too, to all our other Committee members who are working on all our behalf.

This will be our last Magazine for 2016, so may I take this opportunity to wish you all a joyous Christmas and a happy, safer New Year.

David Williams  
Chairman



**David Williams**  
Chief Observer

## Driving Horizons

### Change up a gear

The change of **IAM**'s identity, logo, etc. has coincided with the launch of new material for the delivery of what is now known simply as the "Advanced Driver" Course. "How to Be A Better Driver" is now a publication available to any member of the public. Associates receive a Logbook in the form of an A5 ring-bound folder, containing the whole syllabus for the course, either as a driver or a rider. Observers have an identical binder, titled "Observer's Handbook", which also includes advice and tips for the Observer in delivering the material.

Additional aids include knowledge reviews and specific subject advice, such as dealing with vulnerable road users (e.g. walkers, cyclists, horses).

I was privileged to be involved in the development of this new approach, which provides guidance under a series of competences - Human Factors, Core Driving Skills, Bends & Corners, Roundabouts & Junctions, Overtaking, Motorways & Dual Carriageways and Manoeuvring.

The system **IPSGA** is presented in an Introduction and then developed explicitly in each competency, giving both a logical and affirmative approach confirming how fundamental its principles are in advanced driving.

Commentary is replaced by "Spoken Thoughts", which basically means saying what you see and what you are going to do, with no specific jargon needed. The purpose is to show that you have developed structured thought processes, influenced by the structured approach which is **IPSGA**.

Running alongside these changes is a new system for the qualification of Observers. It is an accredited vocational system through the Institute of the Motor Industry (IMI) and is at two levels; Local and National.

All Observers must go through the accreditation process with existing Observers needing to complete by April 2017.

Candidates must register for the process and then demonstrate their knowledge, understanding and use of the system of car control and their ability to coach/mentor Associates using various recognised methods of delivery.

Candidates for Local Observers will be assessed by a Local Assessor - me - while candidates for National Observers will be assessed by the Regional Quality Manager or other Approved Senior Examiner. When signed off by either Assessor, details are sent to the IMI for approval and issue of accreditation Certificate, valid for 3 years

The process is in fact very logical and easy to follow and a number of our Observers have already been accredited, with experienced Observers being encouraged to apply directly for National Accreditation.

All new Observers since the beginning of the year have come through the process and it has been my privilege to assess and guide them and assist them to achieve their goal.

### How will this impact on new Associates?

The principal aim is to ensure high quality and standardised delivery of the Advanced course across the UK.

It will also make it much easier for Associates transferring from one group to another, who will simply present their logbook, showing how far they have got.

I take this opportunity to thank each and every one of our Observer team, for their commitment and dedication.

**David**

# Safer Driving in Winter



**1: Does the reason for your journey really justify the risk?**

**2: Is your journey really necessary at this time?**

These two questions, or variations of them, should be asked of yourself, before driving in any really bad weather, but winter poses its own particular risks, making the questions all the more deserving of honest answers.

When there is snow on the ground, the risk is fairly easy and obvious to calculate, since the decision will be influenced by that visible manifestation.

It becomes more difficult - and susceptible to mistake - when ice or frost is around. They may not be visible or even present when you set off, but are present further on your journey. They can catch out the unwary.

Exposed places or frost pockets under trees - sometimes only on one side of the road - may only be visible to those seriously looking for them, or only detected by a sudden absence of tyre noise or the behaviour of other road users.

The Highway Code advises that stopping distances in snow and ice need to be increased by up to ten times. Needless to say perhaps, but in this instance the S of Smoothness comes to the fore. Our driving must be gentle movements, whether acceleration, steering or braking- the latter being avoided as much as possible - by giving increased weight to the "what if?" questions in our Observation, Anticipation and Planning (OAP).

You won't be surprised that I am an advocate of winter tyres. On compacted snow and ice, 'normal' tyres will have virtually no grip.

We should also add to our 'what if' questions, getting stuck; the need to keep warm; the need to call for help.

Look out for the **IAM RoadSmart** winter driving tips on their website, on TV and in local papers.

We shall be putting them on our website, too.

**Tour [www.advanced-drivers.org.uk](http://www.advanced-drivers.org.uk)**

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## Steering

**Shaun Cronin**, Regional Quality Manager (Southern) at **IAM RoadSmart** adds these timely thoughts:

"We have now launched our new Advanced Driver course training material and the subject of steering was featured in the roll-out to Observers and Examiners.

What I still find amusing is that rotational steering was first featured in the 2007 edition of **Roadcraft** and yet, here we are nine years on with some still denying its very existence.

Recently I was told that as far as both the police and Driver and Vehicle Standards Agency (DVSA) were concerned all forms of steering apart from pull-push had been discontinued. Nothing could be further from the truth and I am very happy to dismiss this rumour. Safe, competent and effective steering is what is required.

When it comes to your steering technique, there are some key questions you should ask yourself as an advanced driver:

- Can you reach all the ancillary controls of the vehicle easily?
- Could you react quickly to changing circumstances?

If you can answer "Yes" to those questions, then what else are you worrying about?

*(continued on next page)*





## Safer Driving in Winter

*(continued from previous page)*

Wait . . . I can hear it! "THUMBS and AIRBAGS" some shout. People often say "If your thumbs are not on the outside of the wheel then when you collide with the kerb they will get broken" and "If you cross your arms on the wheel, when you crash your arms will get blown into your face by the airbag." Why are we assuming crashing? Pessimism won't help with your placing thumbs or arms but furthermore could impair your driving.

On a purely mechanical side-note, older cars with low ratio non-power-steering racks feedback directly to the driver through the steering wheel, hence the old worry about thumbs. With modern high-ratio power steering racks the mechanical effect is reversed. The driver now has the upper hand.

After my first blog, I was asked to explain my steering methods for greater clarity. Here are the five known techniques I use or a hybrid of each where appropriate:

**1. Pull - push:** I use this method when the vehicle is travelling more slowly, roundabouts and junctions are an example of where large amounts of steering input can be required in a short distance. Remember don't be the Playstation generation! Slide your hands to the 12 o'clock position first so you get maximum rotation with your first pull.

**2. Fixed grip:** When the vehicle is travelling more quickly I "fix my grip" on the steering wheel and use a direct steering input to negotiate the bend. I do not cross my arms as there is no need, with a higher ratio steering rack little movement is needed to steer effectively this way.

**3. Rotational:** During low-speed manoeuvring rotational "hand over hand" steering is effective and gives maximum output. With power steering consider "palming" with just one hand on the rim of the wheel. It works well when manoeuvring very slowly i.e. maximum steering effect with very minimal road wheel movement.

It is very effective when reversing a towed trailer. But remember – no dry steering!

**4. Single input:** This one requires the driver to be fully familiar with their vehicle dynamics. I am stationary and I wish to move off putting in a large amount of steering input for minimal road wheel travel, for example a right turn major to minor when held stationary by oncoming traffic. I bring my right hand down to the opposite side of the wheel to about the eight o'clock position and as I move forward one single input of steering takes me directly where I want to be. I then control the self-centering action as we straighten up, not letting the wheel slip through my hands.

**5. Pre-positioning:** Juan Manuel Fangio was the master of this one also known as "The Fangio shuffle". When approaching a sweeping corner, the five-time world champion would pre-position his hands on the wheel so when he turned into the corner the result was his hands were then in the quarter to three position, where he had maximum steering control during the curved path. Before someone tells me 'this is just for the track' - in the 1950s and 1960s, public roads were the tracks; Mille Miglia, Le Mans, Reims, Targa Floria etc.

Advanced Driver courses are about developing thinking drivers. If you adhere to just one method of steering, then doing just one thing is easy. However, if you can correctly demonstrate safe and effective steering control in your vehicle, using a variety of known steering techniques at appropriate times in the drive, then you are indeed a thinking driver.

So, to the doubters out there, are we lowering, maintaining or raising standards?  
You be the judge . . ."

**Editor's note:** *If you have any comments you would like to make on these articles or on any others in the Magazine, David will be pleased to hear from you.*

# Algernon says . . .

## Thinking of buying a new car in 2017?

You might want to read this proposal by the Government for vehicles being purchased from 1st April 2017.

It could save you money and influence your decision as to which car to buy next!

It is believed that the Government intend to press forward with this proposal, which was confirmed in a recent 'Which' magazine article.

## Vehicle Excise Duty

Published 8 July 2015

### Contents

#### 1. Detailed proposal

##### Who is likely to be affected?

Purchasers of cars first registered from 1 April 2017 onwards.

#### 2. General description of the measure

This measure reforms Vehicle Excise Duty (VED) for cars first registered from 1 April 2017 onwards. First Year Rates (FYRs) of VED will vary according to the carbon dioxide (co<sup>2</sup>) emissions of the vehicle.

A flat Standard Rate (SR) of £140 will apply in all subsequent years, except for zero-emission cars for which the SR will be £0.

Cars with a list price above £40,000 will attract a supplement of £310 on their SR for the first 5 years in which a SR is paid.

All cars first registered before 1 April 2017 will remain in the current VED system, which will not change.

#### 3. Policy objective

The current VED structure based on co<sup>2</sup> bands was introduced in 2001 when average UK new car emissions were 178 gm co<sup>2</sup>/km. The Band A threshold of 100 gm co<sup>2</sup>/km below which cars pay no VED was introduced in 2003 when average new car emissions were 173gm co<sup>2</sup>/km. Since then, to meet EU emissions targets average new car emissions have fallen to 125gm co<sup>2</sup>/km.

This means that an increasingly large number of ordinary cars now fall into the zero- or lower-rated VED bands, creating a sustainability challenge and weakening the environmental signal in VED. This is set to continue as manufacturers meet further EU targets of 95 gm co<sup>2</sup>/km set for 2020. Additionally, the system results in significant unfairness as owners of newer cars pay little or no VED while owners of older cars generally pay higher rates.

The reformed VED system retains and strengthens the co<sup>2</sup>-based FYRs to incentivise uptake of the very cleanest cars whilst moving to a flat SR in order to make the tax fairer, simpler and sustainable. To ensure those who can afford the most expensive cars make a fair contribution, a supplement of £310 will be applied to the SR of cars with a list price (not including VED) over £40,000, for the first 5 years in which a SR is paid.

The new rates and bands for the post-2017 VED system will be:-

Emissions (g/CO <sub>2</sub> /km) ♦	First year rate ♦	Standard rate* ♦
0	£0	£0
1-50	£10	£140
51-75	£25	£140
76-90	£100	£140
91-100	£120	£140
101-110	£140	£140
111-130	£160	£140
131-150	£200	£140
171-190	£800	£140
191-225	£1200	£140
226-255	£1700	£140

\*cars over £40,000 pay £310 supplement for 5years after the year in which SR is paid.



**Nigel Jenkins**

I did not set out to be an Observer and only intended to see if someone would tell me how good a driver I was. After some years in the army when I got to drive all those lovely Tonka toys, and all the following years driving thousands of miles annually with my job, my expectations were high.

And so it was that, two years ago, while sitting reading my newspaper at the kitchen table, my wife walked in with the weekly shop and covered every surface before sorting everything into its proper place. I quickly retreated to a quiet area until peace was restored, returned to the kitchen and discovered a flyer about an IAM Refresher day to be held in Leominster. I was intrigued and, although I'm not a "joiner in" by nature, decided to give it a go, as long as my wife came along too.

After meeting the eyesight requirements and submitting our documents for checking, we attached ourselves to a group and waited expectantly to be refreshed, then casually checked out the opposition. Of course, my brain says I'm eighteen years of age and I just couldn't seem to fathom why I was here with these old people, until the realisation that I am getting on a bit and actually in my mid sixties began to dawn on me, and considered how my confidence wasn't what it used to be.

"Let me start by asking each of you to write down, on a scale of one to ten, how good a driver you think you are" said Tina Lawrence, the course tutor. Around the room, we were hearing eight's, nine's and even a ten, but I decided on a "seven" for the sake of not appearing too vain. A few hours later, my estimate of my own ability had sunk to a "four" at best! It is a day I won't forget, because I learned so much and had an honest assessment of my driving skills by a

## Refresher to Observer

very knowledgeable Observer and an encouraging report suggesting I was far from a hopeless case.

So, I embarked on a Skill for Life course with Peter Hodge as my Observer. At first I found the process slightly daunting, but Pete had the uncanny ability to guide me along without criticism, just gentle advice to nudge me in the right direction. Six sessions and an assessment drive with David, our Chief Observer, and I was judged ready for the advanced drivers test.

The day of the exam dawned and, with a big knot in my stomach, I met Huw, the examiner. By explaining the test procedure and what was expected of me, he put me at ease, I went through the cockpit drills and then on a drive over a route of mixed roads for about forty five minutes. On returning to the starting point, we sat for what seemed like an age while he buried himself in paperwork until, unable to contain myself, I asked how I'd done. I had somehow managed to score a "F1rst", so it seems that on the day, I did alright.

A few months later, after endless debating with myself whether I would be good enough, I started the Local Observer training. Reality hit when I learned that my advanced driver training was only a small part of what I needed to know and I would have to do lots of paperwork (not my strong point) in addition to demonstrating my ability to coach. Part way through the course and going through a period when I felt quite unwell, I started to question why I was doing Observer training at all and to what end. Luckily, my wife came to my rescue by telling me to stop underestimating my abilities and get on with it.

The result? I completed my Local Observers in April. What next? Probably National Observer, but I need a holiday first!

The real icing on the cake? Sandy, my wife, passed her advanced drivers test that week!

# New Courses for 2017

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.

Please ring Stella Boyd-Carpenter today on 01432 840835 or

email: [events@advanced-drivers.org.uk](mailto:events@advanced-drivers.org.uk)

### IAM RoadSmart “Advanced Driver” courses for which we are the local Official Provider

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

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

- an open learning process, encouraging self-analysis
- 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 RoadSmart Advanced Driving**, please go to their website: <https://www.iamroadsmart.com/courses/advanced-driver-course>

### Start dates for our “Advanced Driver” courses for 2017:-

Much Birch	Steens Bridge
28 February	1 March
11 May	10 May
25 July	26 July
12 October	11 October

### Safer Driving “Refresher Days”

Specially designed for licenced drivers of all ages, 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 an update on rules and regulations, discussion about driving in Herefordshire and a drive in your own car, accompanied by a friendly Observer, who will give you constructive advice which will prove invaluable for years.

Leominster	5 May
Ledbury	9 June
Ross-on-Wye	28 July
Bromyard	9 September
8 Hereford	6 October



## What's on the road ahead?



**Skid Pan  
Experience:  
18 March 2017**  
(see page 13)



- Control skidding
- Avoid hazards
- Brake better
- Experienced instructors
- Thrilling fun!
- Great for friends and family



**Women's Institute  
Refresher Day:  
31 March 2017**

**theWI**  
INSPIRING WOMEN



We have been asked by **Herefordshire Women's Institute** to run a Refresher Day for their members next March.

For further details. please contact Veronica Magden: 01432 840558

## Driving programmes – what more's on offer?

Although Members are aware of the "Advanced Driver" 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 £25 for a 2-hour session (£35 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.advanced-drivers.org.uk](http://www.advanced-drivers.org.uk))





## Safer Driving: an insight . . .

We're all familiar with the famous Limit Point of Vision and bends getting closer and further away, but we were treated to a thorough analysis of the visual process at Much Birch by **Optometrist Nick Rumney and his Dispensing Optician colleague Daniel Read on 11th October.**

With darker nights and bad weather approaching, we all want to see better and Nick outlined the various obstacles to achieving the best vision possible, including those in the eyes, particularly:

Cataract, which can reduce contrast –measured with a Contrast Sensitivity chart (rather than the traditional Snellen letter chart)

Glaucoma, which causes a deficiency and ultimately blind spots in the mid/ peripheral vision (measured with a Visual Field Screener) and Macular degeneration, both types (dry and wet) of which can have devastating effects on the eye's central vision.

These three eye diseases are treatable these days (albeit with varying degrees of success) and, like most problems, they are better dealt with if sorted out early, when the Optometrist can choose an appropriate course of action.

Nick referred to his sophisticated diagnostic equipment, and was justifiably proud of his OCT (Optical Coherence Tomography!) machine which could detect certain macular problems that are not visible with examination devices that use visible light. At this point, Nick introduced a short film clip of Catherine Zeta Jones to illustrate the principle.

Other obstacles to clear vision included various aberrations of image quality caused by spectacle lenses and the attempts to eliminate them. Complex mathematical models of 5th order wave theory had been invoked to develop innovatory spectacle lenses that sought to eliminate the problems of unwanted blurring inherent in early spectacle lenses.

As an example, Nick explained the effects of Coma (off-axis astigmatism) which reduced a point source of light to a Comet-shaped blur. He gave examples of car lights which were distorted so that they caused dazzle and glare.

Obviously, any layer of dirt on either spectacle lens or windscreen mimicked the veiling glare caused by cataract and Kath Watts - while introducing Nick - was astonished to observe many drivers for whom the



simple expedient of giving their glasses a good wash would improve their vision no end!

The benefits of skilful and accurate dispensing were discussed, and various tints and treatments of lenses were compared. Nick highlighted the well-established benefits of polarised lenses and the limitations and heat-sensitive properties of photochromic lenses. As always, it was important to determine the specific needs of the spectacle wearer, particularly with respect to progressive (varifocal) lenses, and the latest developments in the attempts of lens designers (Zeiss, Rodenstock, for example) to provide a bespoke spectacle lens were discussed by Dispensing Optician Daniel Read, who, with Nick, also outlined the merits of a particular brand of sunglasses (Serengeti) and discussed the possible dangers of the three different types of ultra-violet light (AB&C), noting that car windscreens would be expected to absorb any dangerous wavelengths.

Nick, who has been a member of the IAM for 11 years, was apparently encouraging Mrs Rumney to undertake the course so we hope the link with BBR Optometry will continue.

David Williams thanked Nick and Daniel warmly for such an enlightening talk and we were all grateful to them for coming.

So, next time we're wondering whether that slightly blurred sign with a red ring round it says 20, 50, or a wild animal picture and whether that hazard is approaching or receding, or standing still, we'll have plenty of reasons for its lack of definition!

**Martin Davis**



## Accidents Involving Animals

**The Road Traffic Act 1988** only gives rules around certain types of animals: dogs, goats, horses, cattle, donkeys, mules, sheep and pigs. If you hit one of these animals, you are required by law to report it to the police.

If you hit an animal that is not included in the Road Traffic Act, such as a cat or a fox, you are not legally required to report it but you might wish to contact the police to inform them of the incident anyway.

You should stop your vehicle and try and establish the owner and exchange details with interested parties. If the animal needs urgent attention endeavour to get it to a vet.

Take care when approaching an injured animal who will be scared and probably in pain. If you are unable to trace the animal's owner, you need to report the incident to a police officer or at your local police station within 24 hours of the accident.

If the animal needs urgent care, the police should hold a list of vets available to attend.

There are around 74,000 accidents involving deer each year in the UK, with vehicle damage totalling at around £17 million.

Accidents involving deer are more common around May-June and October-November. If you find an injured wild animal on the road, observe it (as long as it's safe to do so) to try and get an idea of how badly hurt it is.

Then **call the RSPCA on 0300 1234 999**, or if possible take it to a vet or wildlife rehabilitator. If you find a dead animal on the road The local council is responsible for removing any animals found on the road. The position regarding responsibility for accidents with animals is complicated and if you are involved it is advisable to record as much information as possible including photographs.

**Welcome to Herefordshire** to those new to the county. Whilst it is one of the most beautiful in England, there are some issues to think about:-

- 60% of all fatalities occur on country roads
- Three people die each day on average on country roads
- The number of people killed on country roads is nearly 10 times higher than on motorways
- In 2014, 10,091 people were killed or seriously injured on country roads

Advanced drivers read the road ahead and anticipate potential hazards, looking out for upcoming bends, hidden dips, blind summits and concealed entrances.

Country roads often have sharp bends. To stay in control and give yourself time to react to unexpected hazards, brake before bends, not in them. Allow more time to stop on wet or slippery surfaces.

Overgrown verges, bushes and trees on country roads can block your view and potentially obscure an oncoming hazard.

Always drive at a speed which will allow you to stop in the distance you can see to be clear (double that on a single track road).

**IAM have issued warnings about the risks of Drink Driving to ourselves and other road users.**

**They have also highlighted the risk of using mobiles whilst driving.**

**Both crimes are being cracked down on by the Police and will carry the risk of tougher penalties.**

**Visit [www.iamroadsmart.com](http://www.iamroadsmart.com) for fuller details.**

# Driving in a changing world

**Laser light is an absolute innovation in automotive lighting** and the next big step forward since the introduction of headlight technologies with halogen, xenon and LED.

This lighting trend opens up completely new horizons in the design and performance of headlights. In the future, headlights will be designed to be much smaller and more efficient, by using laser light.



Laser diodes are particularly impressive due to their small size: One laser diode generates an almost punctiform luminous flux on a few thousandths of a millimeter. The brightness is already today almost four times that of an LED. This means that headlights can be made even smaller in the future – without having to compromise on light intensity. The primary benefit for drivers is that these headlights will have the longest range provided by any current headlight technology. This offers the driver improved visibility, resulting in increased road traffic safety.

BMW i8, Audi R8 LMX and the new BMW 7 Series: first series production vehicles with laser full beam

The BMW i8 and the Audi R8 LMX were launched almost at the same time as the first series production vehicles with laser headlights. 2015 the new BMW 7 Series followed. OSRAM was heavily involved here as the system partner: The laser full beam is based on developments by OSRAM Specialty Lighting. As a result of this laser technology, the full beam of these vehicles have a range of up to 600 metres - double the distance of the current standard LED headlights



## **“All UK cars could be fully driverless by 2050” says iMECHE**

All cars on UK roads could be "highly automated" by 2040 and fully driverless just 10 years later, according to a report by the Institution of Mechanical Engineers (IMechE) which found that it will take 10 years to get innovations onto the production line and a further 10 to 15 years for the majority of the UK fleet to be changed.

Highly-automated vehicles - including features such as adaptive cruise control and mapping of other road users - will be able to complete sections of a journey without driver control and could make up all UK cars by 2040.

Insurance will "shift" from drivers to product liability and road signs and markings will need to be updated.

Philippa Oldham, author of the report said: "We need urgently to resolve legislative, technological and insurance issues to help encourage the roll-out of autonomous or driverless vehicles.

"The benefits to this sort of technology are huge, with estimates that the overall UK economic benefit could be as much as £51 billion a year due to fewer accidents, improved productivity and increased trade.

Currently 95% of all crashes happen due to driver error, so it makes sense for Government, industry and academia to redouble efforts to look at how we phase out human involvement in driving vehicles and advanced technology will "profoundly change the way we travel" by reducing accidents, helping traffic flow and making it easier to travel by car.

**Bruce Foster**



On 15 October, near Castle Combe an intrepid band of young and older drivers; new and more experienced, gathered at the Castle Combe skid pan.

After a Health & Safety briefing and explanation of the day's event, 6 of us went out to the two cars; one a front-wheel-drive Rover, the other a rear-wheel-drive BMW.

The surface is made slippery by a powder/ water mix – a bit like wallpaper paste.

The intent was for each person to do two or three laps, left almost entirely to their own devices, then swap over, so we experienced the sensations of skidding both as driver and passenger.

The circuit was peanut-shaped, although when someone spun and blocked the circuit ahead, we were directed in a circle, wherever we were on the circuit.

Rapidly moving from first gear to second, cars were in a spin long before we were much over 15 mph. Every time, especially with the younger members, there were big grins! People were stepping out to swap over, with smiles and animated conversation. We then swapped cars so that we experienced skidding in both drive arrangements – quite an eye opener!

Whilst the second group had their drives, one of the instructors took the first group through the causes of skidding and then explained how we could control them.



## The Skidpan Experience

Then it was back into the cars to put theory into practice – again having the opportunity in both cars, since part of the technique is entirely different. What was made abundantly clear for both cars was that braking was a no-no!

Having had several goes at practicing our skid control, we were briefed on what to do if a child or adult stepped into the road, forcing us to take evasive action (irrespective of the weather). We were to experience the application of ABS as well as the use of cadence braking in the absence of ABS. This time we received a demonstration simulating what would happen in real situations from our instructors who accompanied us and



ensured that we were travelling at speed and didn't brake until the last minute. This really got the adrenalin pumping, but was probably more valuable than the skid control.

Most of the team had read up on skid control, but practical experience in a safe environment was, to use an American expression, "truly awesome" to judge from the group's comments; "fantastic!", "really worthwhile", "what a blast!" and so on. We all agreed it was a valuable and enjoyable experience. What not to like?

**Chief Observer's note:** For all my pleading, announcing the event in June, too few people signed up within the time specified, so 3 Redditch colleagues came to make up the numbers.

However, I then had requests from other group members, as late as the end of September, but not enough to be able to book a second session that afternoon. We shall book sessions for Spring next year, because it is such a worthwhile experience, no matter how long you have been driving.

If you would like to take part, please, let me know as soon as you see it advertised - and bring your family and friends too!



# DYING 2DRIVE



On 20th September, I attended a **Dying2Drive** presentation at Peterchurch Fire Station at the invitation of Angela Tyler, founder of the ELY Memorial Trust.

The **ELY Memorial Trust**, a registered charity, was set up in 2010 when Angela's daughter, Emma lost her life in a road accident. The sole purpose of the Trust is to offer a one-off payment towards funeral expenses for families in Herefordshire who lose a son or daughter between the ages 17 to 25 in a road traffic accident.

**Dying2Drive** is an initiative to help reduce the number of deaths and serious injuries on the roads across Herefordshire.

Sessions are rolled out at various venues across the county and involve the Hereford and Worcester Fire and Rescue Service, West Mercia Police, Herefordshire Council, St John Ambulance and the Safer Roads Partnership and the West Midlands Ambulance Service.

The session I attended began when a lively group of 15-16 year olds from a local school listened to a film soundtrack of some teenagers who were involved in an RTA.

The atmosphere in the Hall began to change from that point onward.

The young people were then shown the graphic aftermath of a fatal RTA, set up in the grounds of the Fire Station, involving all the blue light services.

There were then five workshop sessions where the young people were encouraged to give their thoughts and comments.

- Passengers and distractions. How can you make a difference?
- Driving under the influence and the law
- The consequences of speed
- Risk taking and seatbelts
- Roadside first aid



Everyone took part in questions and answers throughout these sessions and some lively discussion took place.

At the end of the morning, Angela spoke to a very thoughtful group about the aftermath of a fatal RTA on family and friends who never really come to terms with what has happened.

Many of the young people were very affected by what they had seen and heard and approached Angela to express their feelings about her bravery in discussing Emma's death with them.

An extremely thought-provoking morning which, hopefully, gave everyone who attended "food for thought".

**Kath Watts**  
Events Coordinator

## Tyre Safety

On 10 November, **James Lauchlan of Hereford Tyres** gave a thought-provoking yet amusing talk on the critical role that tyres play in safer driving, emphasising the need for all-season tyres, rather than the general-purpose ones originally supplied with the vehicle.



**James Lauchlan, with David Williams**



## Congratulations and thanks!

- **Iain Aird** has achieved his IMI Accreditation as a National Observer.
- **Peter Reynolds** got a **F1RST**
- **Martin Davis** and **George Pendlebury** passed their Advanced test
- **Anthony Mansfield** passed his Advanced test at 19 and qualified at 20 as an IMI-Accredited Local Observer

Congratulation to all of them, whom I had the pleasure of mentoring. Well done!

DW



## THE THIRD AGE TRUST



### THE UNIVERSITY OF THE THIRD AGE

Our thanks to **Ewyas Harold U3A** for arranging a **Refresher Day** especially for U3A members and our thanks to Tina Lawrence for providing her usual engaging input

Over 24 members participated and, to gather from the comments we received during and after the session, it proved to be an informative, productive - and enjoyable - session.



### Course venues\*

1. Leominster
2. Steens Bridge
3. Bromyard
4. Hereford
5. Ledbury
6. Much Birch
7. Ross on Wye



\* depending on the type of course

### Our Volunteer Teams

As a Charity, we rely on our team of volunteers who cover the whole of Herefordshire, ready to help you in any way to become a better, safer and well-informed driver:-

- delivering our Quarterly magazine
- distributing promotional leaflets to local shops, parish halls, safety organisations and charities
- providing or locating suitable venues for our courses
- arranging event bookings

If you would like to join in, choose which area you would find best and ring **Stella Boyd-Carpenter** on **01432 840835**



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**Herefordshire Advanced Drivers** is a road safety charity, developing better, safer drivers. A division of IAM Herefordshire. Registered no. 049679.

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