



Summer 2018 issue: 194

This year, the statisticians must have had a field day!

- sustained heatwave, with relentless temperatures not seen since year dot. Melting tarmac; lorries sinking to their axles.
- flash flooding after torrential bursts of rain, the worst since
- difficulty sleeping during muggy nights

- and still so many drivers are unaware of the need to update their awareness and skills to cope with such hazardous conditions!

It is our duty to persist with our commitment to improve Road Safety, so how about having a word with your family, friends and colleagues to alert them to the support we could give them?

You know how effective it was for you, so you can refer them with confidence that their needs will be listened to sympathetically by our team of advisors, who are the best in the County.

Probably . . .

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Herefordshire Advanced Drivers Hoarwithy HR2 6QG | telephone 01432 850835

email contact@advanced-drivers.org.uk | website <https://advanced-drivers.org.uk>

Road Safety charity, registered no. 049679. Official provider of the IAM RoadSmart Advanced Driver course.



Herefordshire Headlines

AGM 2018

This year's AGM, held in the lovely surroundings of the Royal National College of the Blind, caused several members a clash of interests.

There just happened to be an England football match in the World Cup, the same evening!

Nevertheless, a goodly crowd assembled to listen to Mike Quinton, recently-appointed CEO of **IAM RoadSmart**.



Mike's openness about his assessment of the charity's present and future position, lead to discussion continuing over liquid refreshments long after the meeting closed. I thoroughly recommend you to watch the video recordings on the IAMRS website of his recent interviews.

The AGM was also the opportunity to recognise the efforts of newly qualified Members, their Observers and all the active volunteers who play a vital role in our ability to provide our charitable aims locally.

I am extremely grateful to each and every one of you.

David



Certainly, many were impressed by Mike's preparedness to listen. His statement on assuming the role was "My style is open door and I welcome input from everyone", as he demonstrated during the informal discussions afterwards at the hotel where he was staying.

Even key issues such as the financial limitations placed on Groups' ability to develop, were discussed for consideration.

- Certificates were awarded to newly-qualified Members, over half of whom gained F1RSTs
- Nigel Jenkins won the Ted Probert Cup, awarded to "Observer of the Year" (*see page opposite*)
- David Williams was presented with a wine casket (to be enjoyed when not driving, of course), in recognition of his long, dedicated and high standard of contribution as Chairman (*see page 9*)
- Stella Boyd-Carpenter was presented with a floral bouquet as a tribute to her considerable support for us all as Group Secretary (*see page 9*)
- Mike Warnock won the Anniversary Shield, for his Marketing support across the board.



Mike Quinton presents . . .

Following his presentation, Mike awarded prizes for Group attainments; Advanced Driver passes, including 4 F1RSTs and the Observer's cup.

It was also the opportunity to meet Nathan Travis, our Vice-President, standing in for President Ted Willmott who, because he suffered a painful fall recently, was not able to attend this year.



Denise Bradley-Lloyd



Mark Bradshaw: F1RST



Christine Davis, F1RST



Elizabeth Ann Hartfield



Lesley Hayward, F1RST



David Redshaw



Danni Opi, F1RST



Nigel Jenkins
Observer of the Year



Mike, Nathan & David

Safer driving in summer

Summer driving hazards

An often-overlooked hazard at this time of the year – and highly relevant in this hot weather – is rain falling on roads which have had lots of traffic depositing oils, and seeping tars, from the sun softening the road surface. Water and oil make for a very slippery surface and I'm sure this has played a part in some of the crashes which have been reported.

The sun is out for longer in the morning and evening, at a low angle; just right for creating glare in your mirrors – and of those with whom you are sharing the road. Careful observation of the position of the sun vis-a-vis your car, should allow you to anticipate when a change of direction is going to result in the sun striking mirrors or windows and plan accordingly, whether it's adjusting your vizor or the angle of a mirror.



Anyone who has been using the aircon, will know a) that it uses power – for which interpret fuel – but, b) it is useless unless you have ensured it has been serviced, especially if you suffer from hay-fever and rely on air filtration.

I repeat my warning in the Spring edition about the build up of a dust 'bloom' on the inside of the glass. Even if you aren't washing the car, make sure the glass is cleaned regularly, inside and out.

And the moths & flies! Any journey in the evening inevitably means a host of bug-hits on the windscreen. Don't attempt to clean it with your screen washers, because it will simply create a smear – which creates a worse hazard. If it is really bad, stop and clean the screen (you carry the necessary items for this, of course!) **David**

Thank goodness for my IAM training . . .

It was a rare bright sunny afternoon and there I was quite happily trundling down the M50 from visiting a friend in Cheltenham at the national limit. A couple of cars whizzed past me at what I estimated to be about 85 miles per hour.



They were followed by a very large van which was fast approaching behind me and was appearing to increase his speed further, as though he was determined to overtake me. I was right . . .

Near junction 2 (Ledbury) I had seen another large vehicle coming down the slip road quite quickly to join the motorway.

I was already indicating that I was going to move to the second lane, because I was sure there was not enough room for the three of us.

In the end, I had to give way, avoiding what could have been a very nasty collision.

So I braked quite hard and the two of them continued, quite unaware of the "near miss"!

I thought about it for quite a while as I continued my journey.

I had seen both vehicles approaching me from either side, yet neither of them had thought about me – or what might have happened.

Perhaps I should have seen the vehicle coming up sooner but, because I was already at the limit, I could not have accelerated out of danger anyway.

"Concentration" and "Observation" were certainly in my thoughts – and I am still here to prove it does work! **Stella**



2 requests for “expert” views from the BBC within a matter of days!

The first, about horse muck on the road, I’m sure, was more tongue in cheek than serious:

- Should riders be made to clear up after their animal like dog owners have to?
- How should motorists react? Was it safe to drive through it, or should you try to avoid it?

I actually want it left on the road so that I have evidence of a horse possibly still on the road ahead! If it’s fresh and steaming (especially likely on cold mornings) I know there is every chance that horse and rider are probably round the next bend. I have observed, assessed, anticipated – and will not be surprised.

The more serious discussion was about the level of bad driving on our country roads.

It’s all too easy to get carried away and give a long list of bad habits, so I concentrated on those which are all too familiar to me – and probably to you, too: lack of attention, distractions and inappropriate speed

I also tried out a simple, and hopefully memorable, way of remembering, by changing “I”s to “A”s.

I’m sure you can work that one out, too!

Clue: inattention?

Drinking and Driving

Not alcohol, but coffee.

Just the other day, while sat enjoying a coffee in my local Costa, I observed three cars pull up outside (not all at once) and the driver come in, buy a coffee; get back in the car, and drive off holding the cup in one hand.



What a pity there wasn’t a police officer handy to book them for committing a criminal offence: driving without care and attention.

The best I could hope for was for their inattention to lead to heavy braking and the hot coffee end up in their lap!

Seriously though, how do we break people of such stupidity?

There are cup holders in cars but, even so, how many who use them stop when they want a drink? This comes under “distractions while driving”. No wonder 93% of accidents are listed in this category!



August is “Thumbs up for courtesy” Month sponsored and arranged by **IAMRS**

It is an opportunity to show by good example what good driving is and to acknowledge courtesy in others.

We shall be using it as a theme with many of our activities.

What's up the road ahead?



Hereford Country Fair Sunday August 5



Caradoc, nr. Ross-on-Wye HR2 6QU

8.30am-6pm (*last entry 3.30pm*)

Bring your family and friends and visit us in our brand new Gazebo. You'll be able to find us easily!

It promises to be a great day of country sport and fun for all the family. The Event Schedule is at www.herefordshirecountryfair.co.uk/

Also, if you have an hour or so to spare during the day, would you please relieve your colleagues manning the stand? So that Ted can plan efficiently, could you please give him a ring on **01432 264903**?



Join us on Saturday 8 September for the experience of a lifetime!

- Experienced instructors will help you control skidding and avoid hazards
- Thrilling fun for friends and family, too

Full details from David on 01981 580382 (chief-observer@advanced-drivers.org.uk)

Events Diary: August-December 2018

Date	Activity	Venue	Room	Time
Sunday Aug 5	Hereford Country Fair	Caradoc nr. Hoarwithy	HR2 6QU	All day
Tuesday Sep 4	Committee Meeting	Saxon Hall	Committee Room	7pm - 9pm
Saturday Sep 8	Advanced Driver Course	Saxon Hall	Committee Room	9am - 1pm
Sunday Sep 9	The Skidpan Experience	Castle Combe	Wiltshire	1.30pm - 5pm
Tuesday Sep 11	Driver Refresher Day: Leominster	Community Centre	Leominster	10am - 4pm
Friday Sep 21	Observer Meeting	Wellington Hall	Wellington	7pm - 9pm
Saturday Oct 6	Advanced Driver Course	Saxon Hall	Committee Room	9am - 1pm
Thursday Dec 6	Members' Christmas Dinner	To be advised	To be advised	7.30pm

Spread the word to driving enthusiasts

Members and Associates who run their own business might find it helpful to advertise in our Magazine which, as you know, is posted quarterly to our 200 members and associates, all keenly interested in promoting Road Safety throughout Herefordshire.

We, too, would find it useful, as a charitable donation towards our printing and postage costs.

In addition to our printed magazine, we also publish online as a download, reaching a widening list of prospective contacts, so your investment would pay off for you even better.

In the past, we have had enquiries about accepting advertising from several sectors of the driving market, including:

- automotive dealerships
- automotive services, e.g. parts, maintenance, components (tyres, brakes)
- insurance, financial and recruitment services

Mike Warnock (who has donated his Marketing services for the past 4 years), designs our Magazine, plus all of our literature, website and Newsletter so, if you need help with your design, he will happily work on it with you, free of charge - although, again, a donation to our group would be welcome.

All donations can be gift-aided, reducing your outlay by 25%.

Technical specifications

Spaces available (height x width in mm)

- whole page: H=200 x W=138.5 £85
- half page: H=100 x W=138.5 £50
- quarter page: H=100 x W=67.5 £30
- back page: whole page only £95

You could benefit from booking 4 insertions, which would qualify for 10% discount and free promotion in our Website and Newsletters.

Artwork needs to be provided at print resolution (300dpi) in .pdf or .png format



Full colour is available at no extra cost

Publication dates

- Spring (March-May)
- Summer (June-August)
- Autumn (September-November)
- Winter (December - February)

For more details, **ring Mike on 01531 579174** or email marketing@advanced-drivers.org.uk



Alan Eastough
Membership Secretary
T: 01981 540006
E: members@advanced-drivers.org.uk



Is this the future for electric vehicles?

The downside of electric cars has always been mileage range, but also charging times. The Nissan Leaf can take up to 15 hours on a domestic charger which I'm told will produce about 180 miles. My own vehicle which is a plug in Hybrid takes 5 hours on domestic charger to produce about 25 miles. Fast charging points on motorways still take about 40 minutes for an 80% charge.

The bus shown can be recharged in 10 minutes, which definitely would be far more acceptable, less time than is needed to drink a cup of coffee in a Motorway service area where 'fast chargers' would be installed.

Certainly would make a journey to Scotland more realistic!

Fastest charging electric bus revealed

An electric bus that can be fully recharged in less than 10 minutes is on the horizon as we continue to develop ways in which electric vehicles can be charged quicker and travel further. The AVM EV27 is a collaboration between US company Advanced Vehicle Manufacturing and Chinese technology company Yinglong.

It is being claimed that the new technology could give rise to buses being recharged in a similar amount of time to that taken to refuel a conventional diesel vehicle and after 10,000 charge cycles, the bus batteries retain 95 percent of their efficiency.

The EV27 is the result of a five-year joint venture between the two companies. AVM has worked as a consultant on various global EV projects, whilst Yinlong has developed and supplied batteries for a range of commercial vehicles in China, including buses, vans and refuse trucks.

The first batch of AVM shuttle buses will be made in Zhuhai, China, but both companies are looking for manufacturing partners to help them expand into new markets.

So if you're thinking of going electric don't rush into buying just yet; battery technology is advancing very quickly!

***Safe driving.
Algernon.***

Observer Training

Local Observers

I have two members who wish to train as Observers and am planning their training now.

If anyone else would like to become an Observer, then this would be a good opportunity, because working together can make the training more meaningful – and enjoyable, picking up tips from each other about what works.

Get in touch!

National Observers

Owing to the move to IMI accreditation, several of our NOs are now due for requalification - 5 years have flown by!

I intend to hold a training session to help in preparation, so if there are LOs who are interested in becoming an NO, you will be welcome to join us.

The training will be in early September.
Date tba.

David



An Ambition Achieved

In the 1960s, Ford decided to build a sports car to beat Ferrari at Le Mans. The car they produced was named the GT40, being only 40 inches high.

Ferrari had won Le Mans from 1960-1965 but in 1966 the GT40 finished 1-2-3 breaking the Italian supremacy. The GT40 went on to win in four consecutive years.

I was a very keen motor sport enthusiast at this time and an admirer of the GT40 and it was my ambition to drive, if not ride in, this car.

The opportunity never came along but a number of very good kit car replicas were produced and building one seemed to be the only way of at least experiencing something close to the original.

In the late 70s, I decided to pursue this, but a change in personal circumstances eventually prevented the start of the project.

Many years passed and the ambition became a vague memory. However whilst visiting family in Kent over Easter this year, I found myself sitting next to a visiting neighbour who was a classic car enthusiast and to my amazement in his garage was a Heritage edition of the GT40.



Ford built a limited number of these replicas, as a tribute to the Le Mans winning car, for sale to the public.

At last a chance to fulfill my long-held ambition and a spin in this car was arranged, subject to the weather being dry.

The day dawned dry and I was able to experience the most exciting car that I have ever driven in.



Road holding and acceleration from the 550HP engine was breath-taking. At the conclusion, I was told the car is now valued at £350,000!

The picture above shows the car in the colours of the Gulf Oil Racing Team.

The motto is "never give up on an ambition".

Bruce Foster

A Colourful History

My first impression on meeting my new Associate, Mark, 53, was of someone with considerable driving skills and a good understanding of the capabilities of his vehicle. His ability to recognise his mistakes and those of others, was also commendable. But, although he was a confident driver, he needed to become a thinking driver to progress to advanced level.

Before we set out on our first observed drive, which was to follow a narrow, twisty "B" road for 3 miles, I asked Mark to take it slowly and consider the possibility of meeting other vehicles and to try to imagine what may be around the next corner.

He set off at a good pace and very quickly ran into trouble by meeting a vehicle on a blind bend where both he and the driver of the other vehicle were forced to brake hard to avoid each other. Time for a chat!

The rest of the drive, at a slightly more sedate pace, went off without incident and I praised him for his excellent vehicle handling skills. His driving did, however, have a hint of car rallying about it; what I didn't realise was how close to the truth this was. He was a man in a hurry!

It transpired that Mark had a quite colourful driving history.

He passed his car driving test in 1982 but had ridden a motorcycle previously. After a couple of friends died in accidents, he gave up 2 wheels for good. Two car accidents, in which both vehicles were written off, and a major RTA in September 1983 followed, which meant a spell in plaster for 6 months.



This would probably have persuaded most people to give up driving for good, but Mark thought it would be a good plan to get involved in amateur rally driving and become a member of a go-Kart racing team instead.

He continued to hone his skills in this way, for 3 years, until moving to take up a job offer in Birmingham in the late eighties.

Over the following 10 year period, Mark, who was driving in excess of 50,000 miles per annum, then collected 3 disqualifications for speeding on the Motorway.

After these lapsed, he signed up to take advanced driving lessons in Wolverhampton, which he didn't complete, as well as enjoying a couple of sessions at the Hixon Police Skid Pan.

Although no offences were ever committed on other roads, a further Motorway speeding ticket effectively made Mark realise that he couldn't continue in this way and his love affair with driving ended for 3 years.

Following a period of 15 years with a clean licence and with the transition into middle age, the realisation came that, whilst he had skills, he lacked the discipline that is so essential for good driving.

So he signed up for an Advanced Driver course, knowing that he had to improve and become a safer, more responsible road user.

Eight sessions later, Mark achieved his aim with the award of a **F1RST** pass on the Advanced test. A highly commendable result and a richly deserved one.

Nigel Jenkins



Thanks & congratulations

At our AGM, Mike Quinton and Stella presented David (left) with a celebration casket in recognition for his dedication as Group Chairman and Chief Observer.

Then Stella received her bouquet (below) for her unstinting and invaluable support to us all, as Group Secretary.

I have really enjoyed my time as Group Secretary and, my goodness, have we seen some changes during that time.

When I joined in 2013, we were **HAM (Herefordshire Advanced Motorists)** but decided that **HAM** was perhaps not reflective of what we were about (Ham means "amateur", which we are certainly not!).

So we changed our name to **IAM Herefordshire** to benefit from our association with the Institute of Advanced Motorists for over 65 years.

This was fine until the new CEO of **IAM** decided to change strategy to attract the younger driver and, in the process, changed **IAM** to **IAMRoadSmart**. Groups were no longer allowed to use **IAM** in their name – so we had to change and decided upon **Herefordshire Advanced Drivers**

It was a major challenge for our Marketing guru, Mike Warnock, to adopt the new **IAMRoadSmart** identity without losing hard-earned contact with our main market, the longer-term driver.

However, he and the Committee worked at finding a solution, that you now see in our advertising, newsletters, stationery, website, etc., with which we aim to rebuild and restore relationships with drivers throughout Herefordshire.

In the past 2 years, we have made encouraging progress, due in no small part to the Area Coordinators, spearheaded by Nigel Jenkins (North) and Adrian & Chris Barlow (South), supported by Wendy Hill, Kath and me covering the rest of the county.



As a result, our Driver Refresher Days have been more successful - and several participants have opted to join the **IAMRS Advanced Driver** programme.

We run these in Ross, Ledbury, Leominster and Hereford but we can also deliver these in other, smaller venues.

So, if your village hall is big enough, or if you belong to a Society or Club, just let me know and the nearest Area team will be ready to support you!

We all need Refresher drives from time to time; it is very easy just to lose concentration for a moment or forget to do our checks regularly – do you remember your POWDERY?

We also continue to provide all Members with an Assessment Drive with one of our Team of qualified Observers every 3 years, just to make sure they are still heading in the right direction . . . Ted Hayward has assumed my previous role as Group Secretary and I wish him all the best . . . I am sure he will do a fantastic job, taking over responsibilities which are very demanding, but also very satisfying. Ted: I will continue to help you whenever needed - the rest of the time I will be around, in my new role as Group Contact. If any of you has an idea that you think could help the rest of our Group to make progress, please let me know and I'll forward it to the nearest Team Coordinator to you.

Stella
Group Contact
01432 840835
contact@advanced-drivers.org.uk



Who's who?

Committee 2018/19

President

Maj. Gen. Ted Willmott, CB, OBE

Vice President

Nathan Travis, CFO, Hereford & Worcester FRS

Chairman & Chief Observer

David Williams, MBE, QFSM

01981 580382

chairman@advanced-drivers.org.uk

Vice Chairman

Adrian Barlow

07788 516043

vice-chairman@advanced-drivers.org.uk

Events Coordinator

Kath Watts

01981 540382

events@advanced-drivers.org.uk

Membership Secretary

Alan Eastough

01981 540006

members@advanced-drivers.org.uk

Secretary

Ted Hayward

07813 020945

secretary@advanced-drivers.org.uk

Treasurer

Kieran Lappin

01432 340252

treasurer@advanced-drivers.org.uk

Group Contact

Stella Boyd-Carpenter

01432 840835

contact@advanced-drivers.org.uk

Area Coordinators

North: Nigel Jenkins: 07554 397395

South: Adrian/Christine Barlow: 07788 516043

Committee Members

Christine Barlow, Wendy Hill, Nigel Jenkins, Ann Nevelos

Marketing

Mike Warnock

01531 579174

marketing@advanced-drivers.org.uk

