



Safer Driving in Spring

Members' Magazine
 Spring 2019 (issue 196)

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New season. New initiatives. New opportunities.

As we renew our efforts to help drivers feel safer when driving in today's traffic, so many of the initiatives we have taken recently are beginning to bear fruit.

Our focus will be on spreading the word to the wider Herefordshire community, following the pilot campaigns run by Nigel Jenkins and Adrian & Chris Barlow in Areas North and South respectively.

By delivering these to local groups and organisations more frequently, we believe that take-up of our Driver Refresher Days, leading on to the Advanced Driver course and beyond, we shall be meeting the needs of drivers at all stages of their development, from young to older and all stages in between.

We shall welcome your suggestions of how this could take place in your locality, so please read on and let Kath or Stella know how your ideas could add extra value for members, associates and newcomers alike,

Herefordshire Headlines

A Refreshing Change

Over the last few years, interest in our Driver Refresher Days has increased considerably.

So this year we have decided to change the way we run these events, to make them available for smaller locations and more often.

We would like to hear from you if you would like us to run one of these days in your locality; all we need is a village hall, with plenty of parking spaces and we can arrange to put on an event in your area.

We have shortened the Day to 10 am - 3.0pm, which suits families with children at school better, so that parents can attend.

As you will remember, after a short update on “the rules of the road”, the Highway Code and how to handle the hazards we all face every time we drive, we take everyone out for a drive in their own car, accompanied by an experienced Advanced Driver/Mentor who will give them an assessment and some practical tips to help improve driving techniques - and to give them more confidence; there is no test - just helpful advice.

Also, even if you have participated in one of these days in the past, we can all do with a refresher to keep our skills up to scratch.

Booking in advance is essential so if you or any of your family members or work colleagues are interested, just give me a call or drop me an email - and let's see what we can do to help everyone enjoy their driving more.

See page 8 for details of planned events - and maybe yours will appear in the next issue . . .

Stella

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Ross-on-Wye Rotary Club

We were invited to give a short presentation on Advanced Driving to the Ross-on-Wye Rotary Club and, in David's absence, I went along to speak with them.

Their meetings are held, at the moment, at the impressive Chase Hotel in Ross, where I was met by a very welcoming group of ladies and gentlemen who were eager to hear more about what we do.

They were most interested and there was a lively “question and answer” session at the end of the evening. Needless to say, there were some questions regarding the contentious issue of ‘to signal or not to signal’.

I think many of us of a ‘certain age’ need some persuading when we first took the course!

If any of you is a member of this or other groups who would find a presentation helpful to your members, we shall be only too pleased to deliver an introduction to safer driving, adapted to address their concerns.

Please email me or ring and let's discuss how we could help.

Kath

Events Coordinator
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Driving Standards

Things have a habit of cropping up again, if there is hint of controversy - and views about older drivers is typical. Their case has not been helped by the Duke of Edinburgh and the press reaction, which has seen his age - and therefore presumed capacity - as the cause. Any reasonable person knows not to tar everyone with the same brush. However, there's no getting away from the fact that age brings frailty. It does not mean that our faculties are any less able. With age comes experience - provided we have learnt from mistakes - and we have developed our skills over the years.

What we do know however, is that unless continuously practiced, skills can deteriorate - evidence by [IAMSurety](#) has highlighted that those who have been driving more than three years, without having a review and some advice, have an increased likelihood of being the cause of an accident. We started several years ago in offering our group members the opportunity of a drive check. I'm disappointed by the take-up. What are people worried about? That we might find they have fallen from the expected standard? Isn't it better that we should identify issues and help you regain the standard required, rather than you become an accident statistic?

The Observer Team are here to help existing members as much as new Associates.

Tributes

On page 13, Mary Bevan pays tribute to two longstanding members of the Group who have died in the last few months.

Both **Reg Gough** and **Bob Prewitt** had a significant influence, especially on our approach to advising Members and new Associates on how to be better, safer drivers.

What's on our roads?

A few weeks ago, I had the pleasure of acting as an Instructor to under 17s taking part in a Pathfinder course. This was an opportunity to influence the way young people approach driving and inculcate best principles for safer driving. It was astonishing to see young people who had never been behind the wheel mastering the mechanics of driving and developing their understanding and application of the system of car control - all in four days!

One of the sessions for the young drivers and the parents with them, was to stand on the side of a road (private) and witness/ feel the effect of cars driving past at different speeds and see how far they travelled after braking at a set point. As the speed increased the difference in travel was startling to them. I'm sure it will have a profound effect for good.

Sadly, we can't reach what I will call the "hard to reach", those who think they are good drivers already and have nothing to learn. So many drive as if they are in a bubble and other drivers are simply a nuisance for being in their way. The sheer arrogance to think that speed limits are just a guide - and that a few miles per hour will not make a difference. It is the innocent who are the victims of their recklessness.

We have some members who are interested in becoming Observers. If you would like to find out more and join them, let me know and I will arrange a gathering for you. It is an obvious next step for many of you to pass on the skills which you have developed.

This year, we aim to offer to hold Refresher Days for members of the public at some different venues, local village halls rather than just in our towns. If your village has a suitable hall and a community who would be interested, let us know and we can work with you to arrange a personalised Refresher Day.

Safer driving in Spring

When seasons change, the key thing is to take note, anticipate and prepare . . .

Winter might be blamed for its treacherous driving conditions, but Spring can also be a challenging season for driving, because of the hazards from wind, rain - and, in rural areas, wildlife emerging from hibernation.

In past issues of your magazine, we have provided tips and techniques for dealing with the new challenges we all face at this time of year. However, until all road users make them less hazardous, it does not hurt to have a reminder of how to protect yourselves by driving more safely in to ensure you and your passengers arrive safely and securely:

S.P.R.I.N.G.

Service: check your vehicle mechanical scheduled service by an approved vehicle technician or similar, including tyres for any damage and that pressure and tread depth will be appropriate for handling changeable weather conditions and road surfaces.

Not only will this improve safety, but it will also optimise performance.

Pedestrians: Warmer weather brings more people out on to the streets and children playing in residential areas demand drivers to be more alert at all times, not just during school runs. Also, tourism picks up, so there will be more visitors, some of whom might not be familiar with our road conditions.

Road works: Spring is often the time when road work begins or resumes, so expect construction. Pothole repairs, highway maintenance and other road repairs might slow you down and, quite possibly, test your patience. Stay calm, slow down and be aware of the conditions around you. Increase your following distance and avoid distractions.



Inclement weather:

Spring showers bring May flowers - and wet, muddy driving conditions. Slow down on greasy roads and increase your following distance, even when rain begins to fall. Just a small amount of water can mix with oil and grease on the road to create a slippery surface.

As well as checking that your tyres are clean, remember that your shoes can also collect wet mud which, unless you clean it off, might affect your acceleration and braking.

Next service?

Treat your car to a valet, to rid it of the dirt accumulated over the winter months and check for any surface damage which might have been covered by it.

Glass and glasses:

Internally, ensure that your windscreen is clear of the oil that can build up when the ventilation system and air conditioning have been used more frequently.

Personally, make sure you keep a pair of sunglasses with you; the sun tends to be much lower at this time of year and these will come in handy when dealing with glare when driving in the early morning and evening.

In low light, dirt and grime on the windscreen and mirrors can be even more distracting - get them cleaned thoroughly

Spring is a season of renewal and it also can be a season of enjoyable driving.

Stay alert and be prepared to avoid the hazards of driving this **S.P.R.I.N.G.** and make the most of the season.

Members' page . . .

My thanks to all of you who have paid your 2019 Subscriptions for 2019. If you have received this magazine in the post without any accompanying letter, please consider this as your receipt – we appreciate your continued support!

We have a constant battle to keep costs down, so this year, we didn't send out any courtesy letters to those of you who normally pay by Standing Order, as this defeats the object of our case for cost savings. We trust that is an acceptable change.

I was an Industrial Engineer and Management Consultant before I retired, so cost cases were very much a part of what I used to do to improve productivity, so I couldn't resist identifying the true cost of our process of sending out reminders, receipts and the like by post.

Mailshot Cost Determination HAD Spring 2019									
Produce		Factor		Cost per Mailshot	No. of items	Cost per occasion	Add VAT %age	VAT Element	Cost each mailshot inc. VAT
250									
No.	Item	£	£	£	£	£	£	£	£
14	Mileage to Stationers & return- 14 miles	£ 0.45	£ 6.30	250	0.0252	1.0	£ 0.0252	0	£0.0000
5	Ream of paper @ (Avg of 3 sheets) *	£ 14.99	per	2500	0.0060	3.0	£ 0.0180	20	£0.0036
250	C5 (send) Window envelopes @	£ 26.99	per	500	0.0540	1.0	£ 0.0540	20	£0.0108
250	DL (receive) Plain envelopes @	£ 21.49	per	1000	0.0215	1.0	£ 0.0215	20	£0.0043
1	Printer ink sundries @	£ 102.00	per	3500	0.0291	2.5	£ 0.0729	20	£0.0146
250	Stamps @	£ 0.58	per	1	0.5800	1.0	£ 0.5800	0	£0.0000
2	Mileage to Post Office & return - 2 miles	£ 0.45	£ 0.90	250	0.0036	1.0	£ 0.0036	0	£0.0000
Cost per member per mailshot						£ 0.7751		per send out	£ 0.8084
Total cost per					250	=	£ 193.78		£ 202.09

* Consisting of a letter, a Standing Order Form & a Gift Aid Form

In simple terms, it's just under a quid a go - and, in reality, the "mileage" costs are not claimed for, because these are done "in passing" during our normal routine days, but the total cost would be considered valid were we running a business where we would claim valid expenses for tax relief, so these "overheads" should not be ignored.

Mike produces an online version of the magazine so, if you would prefer that to the printed copy, please email him at marketing@advanced-drivers.org.uk and he and I will arrange that for you.

At the time of writing, I am pleased to advise that 85% of those of you out there that have paid us so far have done so by Standing Order (S/O). If you are still sending us cheques each year, perhaps you would consider the option? All you have to do is identify your bank details, sign and date the form I send you and return it to me, when we then send it on to your designated bank for you. This is much easier than us having to send out a payment request every year that is then paid by cheque which we then have to take to the bank! It's easier still (for me!) if you arrange the S/O via online banking or in your banks branch or over the 'phone. I am happy to provide paperwork or to assist anyone who would like to set up a new S/O, just let me know.

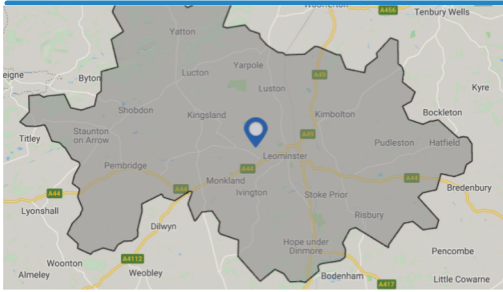
I am still awaiting some 40 or so members to respond to my requests for payment of Subs and, as we were sending out Spring magazines, I have used the opportunity to include a letter to remind you that we have not received any payment from you for this year.

As I am sure you will appreciate (at the costs shown above), that this might be the last communication you receive from us because it is simply too expensive to keep sending out reminders. I am sorry if this is the case and we really don't want to lose you, but if you no longer wish to support us, please just let me know.



Alan Eastough

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Emerging from our hibernation

The Driver Refresher day last September in Leominster was a great success and produced a very positive reaction from those who attended. "Informative, entertaining, good value and good fun" were some of the comments, together with praise for our group's professionalism.

The winter is when things go quiet, although driver coaching continues and motivation to get going for another season of Refresher days can be difficult. But after slowly emerging from hibernation and planning what needed to be done, things started to take on a momentum of their own.

Last year I suggested we could consider the possibility of putting on Refresher Days in villages, where word of events travels more quickly than in the towns and there can be less of a community spirit.

So I started to look for a new venue close to Leominster.

My home village of Kingsland, which is 4 miles west of Leominster, seemed a good place to start and I have been overwhelmed by the support and help from local people.



The Coronation Hall is clean, bright, spacious, well equipped, has plenty of free parking and we have secured a **booking for our next Refresher Day on 25th April 2019.**

After a shaky start, as some local magazine editors were a little slow to reply to my request for advertising space, all have been very generous in their support for items concerning Road Safety and have kindly granted us space free of charge.



Support from my colleagues in Area North, past and present Associates and from local businesses has been excellent.

Every opportunity is taken to place Mike Warnock's eye-catching flyers, some of which I have laminated, in public places and on village notice boards.

At the time of writing I am very encouraged by the response to our efforts, have received a number of positive enquiries and several bookings already.

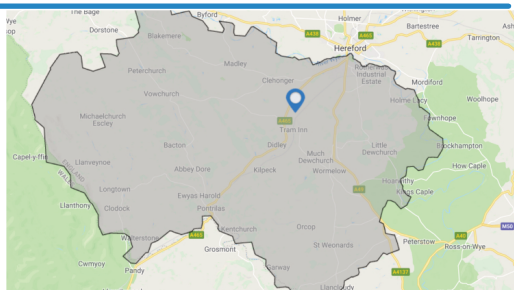
Then, on Tuesday 7 May, **Ann Nevelos** will be coordinating a Driver Refresher Day at the Leominster Community Centre for members of the local Rotary and Inner Wheel.

Would you also please support our efforts in Area North, by passing the word around about our forthcoming events and let me know as soon as you receive any interested enquiries?

Nigel Jenkins
Area Coordinator
07554 397395

News from the Shire

Area Central



On Tuesday 5 March, we ran a Driver Refresher Day but, instead of delivering this in a Town Centre location, we explored the idea of a local Village Hall, this time in Clehonger, which had been recommended to us. Linda Harding and her team distributed posters and door-drop leaflets.



The venue also got its share of credit, for its facilities, fixtures and modern, well-equipped kitchen, with plentiful parking space for all.

Definitely one of our venues for the future.

“We had a good response, because many knew each other and contributed readily to group discussions”.

This made for a very friendly, informal atmosphere, with everyone exchanging their experiences throughout refreshment breaks.

Observers who took drivers out reported that travelling a rural route made it easier to cover a wider range of aspects of safer driving.

David opened the session with a discussion about the concerns the group had about driving in Herefordshire which included, in order of priority, “safer driving”, “better driving” and “improving my driving”.

These were then the focus of the interactive presentation and subsequent practice drives, which resulted in really positive feedback:

- excellent (amount of) advice, tips, etc.
- very clear instructions
- issues were covered very well
- Observer(s) gave very helpful advice
- very good value for money

Our event also came in for helpful comments:

What was most useful?

- rules of the road (paying closer attention to signs, anticipation and avoiding hazards)
- tips and techniques (positioning, steering, and speed control)

What was least useful?

- nothing except, maybe, the “signal/don’t signal” issue which, to a few, contradicted their earlier training and, as one volunteered “as we age, it’s difficult to change habits”

What would be most useful to advance your skills?

- gaining further knowledge
- more practice with an Observer
- remembering observations
- being more aware of other road users
- anticipating risks and feeling safer dealing with them.

My thanks to all who made it such a productive - and enjoyable - event.



What's up the road ahead?



Events Calendar: March-December 2019

Date	Activity	Venue	Room	Time
Saturday March 23	Advanced Driver Course	Much Birch	Main Hall	9am – 12 noon
Tuesday April 2	Committee Meeting	Much Birch	Meeting Room	6.30 - 8.30pm
Monday April 15	Observer Training	Wellington	Confirmed	6.30 - 8.30pm
Thursday April 25	Leominster Refresher Day	Kingsland	Coronation Hall	10am – 3pm (set up 8.30)
Tuesday May 7	Rotary/Inner Wheel Refresher Day	Leominster Community Centre	All rooms	10am - 3pm (set up 8.30)
Saturday June 8	Ledbury Community Day	Ledbury Community Centre	Ledbury	10am - 5pm
Monday June 10	Observer Meeting	Wellington	Wellington	6.30 - 8.30pm
Mid-June	Social - Drive / Lunch	<i>t.b.c.</i>		
Tuesday July 2	Committee Meeting	Much Birch	Meeting Room	6.30 - 8.30pm
Thursday July 11	A.G.M.	Much Birch	Main Hall	6.30 - 8.30pm
Saturday July 20	Summer Fête	Aymestrey		1.0pm
Thursday July 25	Ledbury Refresher Day	Community Centre	All rooms	10am - 3pm (set up 8.30)
Sunday August 4	Country Fair	Wormbridge HR2 9DG	Gazebo	10am - 5pm (set up 8.30)
Thursday August 8	Observer Training	Wellington Hall	Wellington	6.30 - 8pm
Saturday August 24	Advanced Course	Much Birch	Meeting Room	9am - 12noon
Friday Sept 20	Quiz Evening	Wellington	Wellington	6.30 - 10.pm
Wednesday Sep 25	Ross Refresher Day	Larruperz Centre	Two Rooms	10am - 3pm (set up 8.30)
Tuesday Oct 15	Observers Meeting	Wellington	Wellington	6.30 - 8.30pm
Tuesday Nov 19	Committee Meeting	Much Birch	Meeting Room	6.30 - 8.30pm
Thursday Dec 12	Christmas Luncheon	Herefordshire & Ludlow College	Cider Restaurant	12.15pm

Potholes - the depths of despondency

With the current state of our roads you might be interested to read this recent RAC Foundation report on a new 'risk-based' approach by Local Authorities to pothole repairs.

"A UK-wide survey has highlighted the different response times taken by highway authorities when it comes to filling in the most severe potholes, with around three quarters now using a risk-based approach.

The RAC Foundation who carried out the survey pointed out that under a risk-based approach the type of road a pothole is on, the volume of traffic that road carries and the mix of road users will be taken into account, as well as its width and depth.

Based on data from 190 of the 207 local highway authorities in Britain, 75% (142) had already moved to a risk-based with a further 15 (8%) saying they were about to move to the new approach or were reviewing their existing practices.

The findings reinforce the fact that there is no agreed national standard for the size of a pothole. Nevertheless almost all authorities set minimum investigation levels – based on depth and width measurements – below which they will not assess potholes or assign response times based on the dangers they pose.

Again, these investigation levels vary considerably. While 37 local highway authorities said they would investigate further when a pothole was between 20-30mm deep, 26 said the depth had to be at least 50mm or more.

However response times do vary with Cumbria, Flintshire and South Lanarkshire aiming to deal with the issues in what they term 'immediately' where they are of the greatest risk to the safety of drivers and riders.



Coventry City Council has a stated policy to aim to intervene within five days.

One of the London Boroughs has a target repair time of 30 minutes while a further 21 councils aim to patch things up within 60 to 90 minutes. The most common response time to deal with the most urgent problems is two hours and 79 councils look to make the repair within this time.

However response times can be influenced by how many miles of road a council has to manage and the geographical size of its area. Notwithstanding all this it is important that Councils are made aware of the problems before they can put the wheels in motion. Potholes which remain untreated for a number of days to the annoyance of road users often arise as they have not been reported to the highway authority.

Equally at the end of the day the total number of potholes being filled might be limited by a shortage of funding but this risk-based approach at least means those that are most dangerous are fixed first".

Watch out for those potholes, especially in the hours of darkness! Will we ever get our roads back to an acceptable state? Perhaps we will see improvements after 1st April 2019 when the majority of us will be seeing an increase in our Road Fund Licence rate!"

Editor's note: Herefordshire's reputation as one of the worst offenders begs the question "Why, when there are several adjacent potholes, are they usually repaired as single items, which are soon to be in need of further repair? Surely, with all the equipment required already in place, it should be more cost-effective to cover all with a single patch with stronger binding which would probably last longer"



Technology aimed at safety

Today's cars are packed with hi-tech information systems and in many cars remain partially unused but can become a dangerous distraction on the road. Depending on the driver it can take several seconds with eyes off the road to focus on the dashboard to glance at and perhaps make changes to a system, typically the media or satnav.

The table opposite indicates distances travelled at various speeds (15 feet = average length of a car).

Much can happen in those unobserved distances, especially at motorway speeds.

Head Up Display

First used in military fighter jets, the head-up display (**HUD**) is a safety feature. The device reduces dangerous distractions by displaying key information, such as a car's speed and navigation directions, directly in the driver's line of sight. Some systems project information on to the windshield; others project it on a separate screen.

HUDs are becoming increasingly common and now an available option in several new cars, but you don't have to trade in your car just to get one. Several aftermarket solutions are available.

Typical after-market HUD

It's a small, lightweight device on your windshield similar in size to a dash cam. The brightness of the display is adjusted automatically.

Depending on the product the information displayed can be chosen to suit driver preferences.

Speed (mph)	Time (seconds)	Distance (feet)	Av. car lengths travelled
20	2	59	4
	3	88	6
	5	146	10
30	2	88	6
	3	132	9
	5	220	16
40	2	117	8
	3	176	12
	5	293	19
50	2	146	10
	3	220	15
	5	366	24
60	2	176	12
	3	264	18
	5	440	24
70	2	204	14
	3	308	21
	5	513	34

Driving vision

Technology aimed at safety (contd.)

A typical on-screen display on a BMW

Specifically, the BMW Head-Up Display can project the following vehicle and driving-related information depending on the model of the BMW:

- Road Speed
- Speed Limits
- Overtaking Restrictions
- Check Control messages
- Vehicle Status
- Warning Messages
- Navigational Turn-By-Turn Directions
- Telephone and Call Information
- Entertainment Menu



The **HUD** option on new vehicles is usually bundled into a package of other equipment and the price of after market products varies according to the sophistication of the unit.

In time it is likely to become a standard as its relevance to safety has been established.



Overtaking Assistance

Much work is going into autonomous vehicle development but one aspect that seems to have been neglected is overtaking assistance this may be because it is seen as a very difficult problem to solve.

Evidence shows that **careless overtaking** is the cause of many accidents often involving fatalities.

A number of research projects are now underway to address this problem with a view to providing an **Overtaking Assistant** which ultimately could be automatic in the autonomous vehicle.

Samsung plans to change the way we drive on highways. The company has developed a safety truck that aims to radically reduce highway accidents. The system works with the truck having a wireless camera attached to its front grill. The image it is recording is sent to a four-panel video wall on the rear of the truck.

Drivers behind the truck are then given a clear view of the road and traffic condition in front of the truck. This image will let drivers make better decisions about passing the truck safely.

The camera works in low light conditions and even at night. If you have ever driven on a highway and been stuck behind a truck of any size, you will know the frustration of not having adequate vision to give you the knowledge if it is safe to pass or not, particularly when the truck is slow.

Realistically, the Samsung system could be introduced fairly quickly on large commercial vehicles but the more advanced systems at the research stage seems likely to be a decade away.

Impact of electric technology on engine development

Electric motor technology for cars is being driven by environmental and health concerns.

Whilst the Hybrid car has made significant inroads, the all electric car is still some way from being the first choice for most buyers.

Firstly there are few options and those available are expensive. In addition, the range all electric cars are capable of at present makes them less practical for a general purpose vehicle and they are more suited to short range city motoring.

Charging times are quite long with availability of charging points very limited country wide. There is also the high cost of battery replacement to consider with not much information yet available on battery life.

These issues have led manufacturers to keep faith with internal combustion engines (ICE) and continue serious development of small turbo-charged engines*.

Turbochargers are a well-established way to boost power with an eye towards conserving fuel. Simply put, a turbo forces more air into the engine, resulting in more powerful combustion using a fan turned by the car's exhaust.

The downside is they don't work particularly well at low engine speeds and it can take a while (relatively speaking) for the fan to speed up, so you get what's called turbo lag.

Twin turbos have been in use for some while but one manufacturer has produced a small 2.0 litre engine using a third electrically-driven turbo which sends air into the two conventional

turbos to improve their performance below 3,300 rpm and eliminating the lag problem.

Already available on the market is a 2.0-litre four-cylinder engine with a turbocharger and a supercharger (while the turbo works best when the engine's already going, a supercharger forces in air with power generated by the engine itself, so increased boost is available from idle). The supercharger runs from idle to 3,500 rpm.

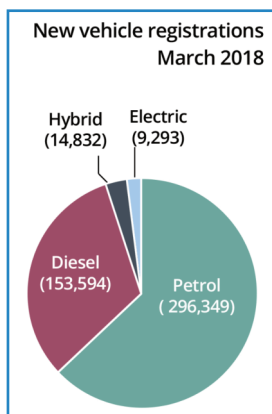
Above that, an integrated clutch disengages the supercharger, allowing the turbocharger to take over. The result is a 320hp engine that delivers more power at both low and high revs, without the downside of turbo lag and also delivers good economy.

This is a 2.0 litre 4-cylinder engine now producing as much, or even more, than a 4.5 Litre V8. The days of the large V8 and V6 engines are probably over for passenger vehicles as the smaller 4 cylinder can now produce as much power and can meet the ever more stringent emission controls being imposed.

It seems that development of the ICE will continue to be supported

by major manufacturers so those of us who fear that the electric car will take some of the fun out of motoring need not despair; it looks as though the small high performance internal combustion engine will be available well into the future.

(* Vehicle Registrations: source: SMMT)



Tributes to Reg Gough and Bob Prewitt

from Mary Bevan

“ Thank you for the opportunity to write this for **Reg Gough** and **Bob Prewitt** from my perspective as an Observer and, respectively, in the late 80s early 90s, as an Observer & First Aid lecturer with **Herefordshire Advanced Motorists [HAM]**

My first thoughts transport me back to the late eighties, early nineties, when Reg was our Chief Observer and course lecturer; a true inspiration and complete encyclopaedia of driving and motoring matters. At the time, **Roadcraft** was the “go to” publication for Associates and Observers alike.

During an otherwise predictable course evening when Reg was not lecturing on *The System*, he would quietly seek out an unsuspecting Observer, asking, “Have you brought your car?” “Yes!” “ Would you like to take me out for a drive then?” “I’ll get my diary!” “No need, we’ll go now!” No time to escape, a check drive it was! When driving he was a wonderful example of “Skill with Responsibility”. Reg went on to become a

highly respected examiner for the **IAM (Institute of Advanced Motorists)**, being a Class 1 driver and rider himself. He willingly passed on his extensive knowledge for many years. All laced with his own particular gentlemanly good humour.



During these years, Reg also organised sightseeing trips to London for **HAM**. These trips were most enjoyable and very well supported. Considering a comfort stop, he would ask, “in a few minutes or about an hour?”

I find myself asking a similar question when wanting to pop in to a neighbour!

These are just a few lovely memories I have of dear Reg ”

“ The early memories of **Bob Prewitt** take me back about 30 years, to when **HAM** was holding courses at The Royal College for the Blind in Venns Lane, Hereford.

PC Prewitt would come along, usually on the third course evening, to give a salutary presentation on Accident Prevention.

This included inviting a group member to take a tiny sip of alcohol [that’s all he had with him] followed by the breathalyser procedure.



Many associates looked surprised when the result was positive, but he went on to emphasise how a small quantity of alcohol can adversely affect a persons driving. He always got his message across to make us think more seriously when taking the wheel!

He would finish his presentation with a few anecdotes; these are from insurance claims.

- I turned off the road into my house and hit a tree which I don’t have!
- I was driving down the road and I hit a cow, which wasn’t there yesterday
- Going to work at 7am this morning I drove out of my drive straight into a bus. The bus was 5 minutes early

There followed a time as an examiner for The Advanced Driving Test, being a Class 1 driver and rider himself. His exemplary attitude and behaviour towards driving made us all admire him as a role model.

Also for a few years, Bob was our President, presiding in his very approachable and dutiful manner. We valued his professionalism and he will always be in our hearts as someone willing to share his knowledge and expertise for all to benefit ”



Letters to the Editor



“ To Algernon . . .

I read with interest your article in the Autumn/Winter magazine on the latest laws regarding overtaking cyclists and the resulting penalties should you be caught overtaking too closely.

I must admit that I agree with basic principle of this as I have experienced being pushed into the side of the road by an inconsiderate driver. However, I do feel that more thought needs to go into the overall principle of the law.

I drive along a specific route at least four times a week where I meet/overtake a number of cyclists. I feel that I give them sufficient room when I overtake them but I am always very frustrated when having to do so.

You see, there is an allocated cycle way marked and signposted along the route, there is no need for them to be on the road at all. In places the pedestrian/cycle pathway is as wide as the road yet few cyclists use it.

Surely if they choose to use the road instead of a designated cycle way, they take the responsibility for being on the road and any consequences of such action.

If motorists are to be penalised for overtaking too closely to a cyclist, then cyclists should be penalised for being on the road when there is a perfectly adequate cycle way for them to use. If there is no cycleway for them to use, then of course they have every right to be on the road.

I have heard the argument that using the pedestrian pathway for the dual purpose of cyclists and pedestrians is dangerous for pedestrians but I am sure that the people responsible for giving planning permission to have the pathway designated in this way must have considered the Health and Safety aspect.

The signs and markings are quite clear and easily understood so there is no real excuse for the pathway not to be used.

I am sure that this mail is likely to bring some response from the more dedicated cycling fraternity, but at least I have got the frustration out of my system!!!!

Safe overtaking !!!!!

Ray Papworth”

Ed: Over to you, Algernon and all you cyclists





Congratulations & thanks



Congratulations on Test success!

Philip Jones passed his Master Driver test on 6 March, having been mentored by David.

Congratulations also to new Members who passed the Advanced Driver test since the previous issue, with the Observers who help them achieve these excellent results:

Advanced Driving Course passes		
Name	Grade	Observer
Mike Allan	Pass	Jon Baker
Adrian Bagg	F1RST	Kath Watts
Adrian Barlow	Pass	David Williams
Alan Christopher	Pass	Jon Baker
Chris Clarke	Pass	Jon Baker
Celia Lawrence	Pass	Kath Watts
Raymond Papworth	F1RST	Ted Hayward
Andrew Perry	Pass	Wendy Hill
Brian Roby	F1RST	Iain Aird
Jake Stiff	Pass	David Williams
John Tallis	Pass	David Rose
Brian passed with 100% score!		

Diary note

**Christmas Luncheon:
Thursday 12 December: 12 noon**



A festive choice menu will be available later for individual selection;

2 Courses - £10.00 | 3 Courses - £11.50
(Including Filter Coffee or Tea)

Only 40 places*** available, so be sure to book yours. Call Kath on 01981 540382 or email events@advanced-drivers.org.uk

*** because Advanced Drivers always plan and prepare well ahead



Who's who in our Group?

Committee 2019

President

Maj. Gen. Ted Willmott, CB, OBE

Vice President

Nathan Travis, CFO, Hereford & Worcester FRS

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David Williams, MBE, QFSM

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