



Safer Driving in Winter

Members' Magazine: Winter 2019/20 (issue 198)

In this issue, due to the erratic, hazardous nature of our weather, several contributors have highlighted driver attitude and the technical aspects of safer driving.

Whilst some Advanced Drivers might consider this does not apply to them, your magazine can provide answer to questions from others (family, friends and colleagues) in a less formal way than the Observers' Handbook.

So do share it around with people you know would benefit by joining the process of becoming safer on the road.

This year, we were delighted to welcome Kate Tonge, Marketing Director of RoadSmart to our AGM, when she introduced the many initiatives that HQ is developing, which will add support to us and the other groups. These will come into force during Spring and will feature in our next issue.

However, nothing can be as effective as we are to help Herefordshire drivers of all ages because we understand them better and, as a result, can support them with focussed services and personalised promotion - to improve Road Safety for all.

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Herefordshire Headlines

Chairman's Report: December 2019



Adrian Barlow, Chairman

During the last four months we have undertaken Driver Refresher Days in Ledbury and Ross, which were very successful in terms of numbers of attendees and feedback on both the presentations and assessed drives.

We are continually monitoring the views of participants so that we can improve the content of Refresher Days and ensure they cover the areas of greatest concern and interest to attendees.

Additionally, we had a stand at the Hereford Country Fair which was valuable in raising awareness of **HAD** as well as attracting new attendees for Refresher Days drives and enrolment for the Advanced Course. A further notable event was a presentation to Monmouth Rotary by David Williams which resulted in a request for a special Driver Refresher Day for their members. Such has been the demand that we shall be organising a second Day with them next year.

Since the start of 2019, a total of twenty-one people have taken and passed the Advanced Test whilst several others are at various stages in the Advanced Course. We have received very complimentary comments from associates undertaking Advanced Courses as well as attendees at Refresher Days about the high quality of advice and manner in which it is provided to them by our Observers - we are very fortunate to have such excellent Observers.

I want to thank all members of the Committee and Observers for their help and efforts on behalf of **HAD** during the last year together with those members and others who have helped to publicise various events or provided assistance on the days involved.

I wish you all a very Happy Christmas, coupled with best wishes for much happiness and safe driving throughout 2020.



Adrian



Key features of advanced driving are smoothness and finesse and always in the correct position, at the correct speed, with the correct gear, at the correct time. This applies whatever the weather, so in truth, what other advice do we need?

First could be to ask yourself "Do I need to make this journey? If so, is driving essential or are alternatives modes of transport available?"

We know to expect bad weather, so a check on the weather forecast before planning our drive is sensible, as is taking suitable clothing and emergency supplies in case of being stuck, by other traffic not so prepared.

At this time of the year the sun remains low, so there is always the possibility of being blinded, front or back, unless we plan for it. That right turn you are about to make will have the sun in your face, but by pre-empting it you pull the visor down before the turn. Often over-looked is leaf fall. Wet leaves in the early morning, can be like ice. Try to avoid driving on them, or otherwise avoid braking sharply or turning sharply. Remember; smoothness and finesse.

Make sure your car windows are completely clean, inside and out, particularly from oily mist that can accumulate inside the windscreen.

Check that your tyres are appropriate and legal. I have just renewed my tyres, opting again for the latest all-weather. They are a no-brainer, unless you are prepared for the extra expense of summer and winter tyres. Remember the safe minimum is 3mm.

I watched a recent TV programme about the making of catalytic converters. Unfortunately, there was no mention of the fact that they need the engine to be hot, to operate efficiently. Cold winter weather doesn't help, so a decent, regular run is advised, to get rid of soot build-up.

Safe driving! David



Safer driving in winter

Hereford Times published shocking statistics from a study by **MoneySuperMarket** which names Hereford as the drink and drug-driving capital of the UK - for the second year running!

"Data shows there are 1.80 drink and drug-driving convictions for every 1,000 drivers living in the HR postcode area, the highest level in the country.

Some of the county towns with the highest rate of convictions include Kington (HR5), with 2.49 people per thousand putting a conviction for drink or drug-driving on their insurance application.

This compares to 2.26 driver in 1,000 in Leominster (HR6) and 1.78 in 1,000 in Ross-on-Wye (HR9).

The analysis, based on more than six million car insurance quotes run on MoneySuperMarket over the last 12 months, shows Darlington as the place with the second-highest rate at 1.69 people per thousand, followed by Llandudno and Liverpool.

The website's Rachel Wait said: "It's good to see that the overall convictions for drink and drug-driving are dropping. "This could be a result of increased awareness about the effects of excessive drinking and a greater general focus on health and fitness.

"To avoid any uncertainty, if you think you're over the limit, don't take the chance.

"Not only are you putting yourself and others at risk, a drink or drug driving conviction can result in a long time off the road and sky-high car insurance premiums."

(with thanks and acknowledgements to Hereford Times)

I know of no better reason than this for us to persevere in our efforts to improve Road Safety in every sense throughout the county!

Ed.



Before we moved to Herefordshire in 2004 from Birmingham, I was in the market for a new car, and was haggling with a dealer on the basis of not liking the colour of a possible contender on the forecourt. Knowing of our plans to move here, he commented that the colour was totally irrelevant as all vehicles in our county defaulted to "Herefordshire brown".... how true that is at the moment!

My current car seems to be continually filthy no matter how many times I drag out and connect up the jet washer (paying particular attention to the vehicles glass and lights)

As we still have lots of family ties in the West Midlands, we spend a lot of time on the M50/M5 travelling back and forth and since the clocks went back I continue to be amazed at the number of drivers who are reluctant to switch on their lights in poor visibility (due to light, mist or spray). Why is this?

I hope I'm always ahead of the game, but if I ever become aware of another vehicle "arriving from a location of surprise" (as it is insufficiently illuminated), I always ensure that I am not guilty of the same "offence", and check that I am lit up, so why don't they do the same?

As a licensed motorcyclist since 1963 and keen on self-preservation, I have always ridden my bikes on dipped headlights (as a minimum) to advertise my presence to others, and I always light up my cars in a similar way, and I still usually do even though my current car utilises daytime running lights, (DRL's). Volvo started this safety trend in 1984 (for good reason), and it's now adopted internationally by manufacturers – it's been law to fit DRL's to new vehicles in the EU since 2011.

Be sure you are always visible to others in these darker days. It costs nothing to switch on your lights, and we can all judge if it is necessary by simply looking at other vehicles

around us; in front & behind (especially through a dirtier-than-usual screen maybe – so keep your screen wash topped up with a recommended fluid mix - to ensure that it can't freeze).

As a related aside – it's wise to switch off your Auto headlight system (if fitted) in mist or fog, as the "reflect back" produced will severely reduce your view ahead with current brighter lighting systems in newer cars.

Be bright, and stay safe out there this winter.

If you have received this magazine in the post, it will have been "fronted" by a letter to act as a mailing label through the window envelope. The content of the letter will advise our understanding of how you pay any annual subscription to us. If you would be kind enough to re-act accordingly, I would be most grateful.

Generally, we shall either be expecting a Standing Order payment (S/O) from you that has previously been arranged, and we thank you for that, because it saves us so much time and money. Or, we are asking for you to set up such an arrangement.

Paying by S/O is so much easier for us than transacting cheques, so please consider this as a preferred option for us if you can. We will of course accept a cheque from you if you prefer and our request for payment permits this; we look forward to receiving your subs payment however that may be arranged.

If you have cancelled your S/O payment to HAD and not told us, please let me know to avoid the cost of me having to contact you for clarification in 2020.



(continued from previous page)

Many thanks, enjoy the festive season, and don't forget to book your place with Kath Watts (see top left of Page 7 for details) for what is now our New Year celebration lunch at the Cider House Restaurant for 14th January (with apologies that December 12th had to be postponed!)

Best regards



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LATE NEWS



Area East is about to become fully operational, with Wendy Hill and Val Allen volunteering to team up as joint Area Coordinators.

They will welcome volunteers to join their Support team to introduce us to their local parish, village and other organisations who would benefit from our help in promoting safer driving amongst their members.

Please call Wendy on **01531 634333**



Val Allen joins Committee

Val lived in West London and moved to Malvern in 2012. She passed her advanced driving test in 1990 and a few months later became an Observer, then Senior Observer with the South of London Group together with her late husband.

She has worked for BP on and off (children and redundancy intervening) for more than 50 years and currently works part time for them as a Pensioner Liaison Officer.

While she was working in Sunbury she ran a lunchtime scheme with a small team of Observers who joined her to help staff prepare for and take their advanced test at work. In the ten years that the scheme was running, more than 260 people passed their test.

When she and her new husband Howard moved to Malvern, she joined the Worcestershire Group (WGAM), became a National Observer and Deputy Chief Observer, running the Malvern sub-group.

She persuaded Howard to become an Observer and together they took their Masters on the same day, fortunately getting the same result, Masters with Distinction. Together, they run a U3A Group called Driving Skills Revisited to try to keep the older drivers in Malvern (of which there are many) driving safely.

Howard is still active in WGAM although Val decided to go over the hill into Herefordshire to join us, a decision she's glad she made, saying:

"From what I've seen you're a great bunch of people, and I look forward to working closely with you".

News from the Shire

Encouragement, testing & great results in Area-North

A number of successful summer events led to a busy period of coaching Associates for we Northern Area Observers, culminating in a good few test passes, including several F1rst.

A quiet period has enabled us to start actively looking for new Associates by wasting no opportunity to tell anyone who will listen about our group.

Martin Thomas is actively engaged in talking to his local Rotarians and some of their members have already shown an interest in assessment drives or courses and requested leaflets.

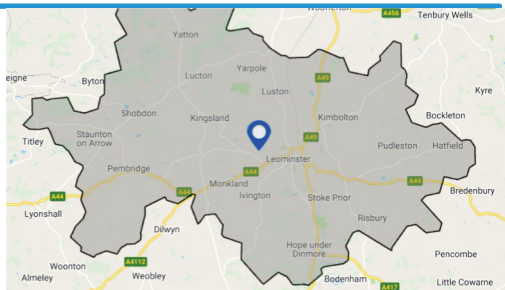
Mike Oliver has taken on a new Associate; Pete Hodge also has a new Associate and I have been able to recruit two more. They all started their courses at the course workshop on the 16th November.

Serious flooding in the north of the county has curtailed some of our activities, but the phone and internet are still working, so I have been able to think about next year and start planning for the Driver Refresher day in the spring.

Holding these events in local communities seems to work well and our focus is now on the Bodenham group of parishes, south east of Leominster, for an event scheduled for Saturday 25th of April.

Occasionally, we Observers meet to exchange news and talk about our Associates and our coaching styles.

This has led us to conclude that we can take things further by testing each other and, having settled on a place to get a decent coffee and bun, will be meeting up to do short drives to check our observing and driving skills.



Mike has lots of information picked up from his recent National Observer re-qualification and Martin's new hybrid car will be subjected to scrutiny to determine if the technology will affect the way we coach and, in particular, acceleration sense and braking techniques.

As I reported elsewhere in this issue of the magazine, I found myself following Mike's car for a short distance on my motorcycle, in appalling weather while he was being tested.

I didn't choose to be out on that day but had an appointment with an MOT tester. The poor weather made me feel more vulnerable than usual, so to help reduce the risks I followed vehicles at a safe distance for the conditions; double the distance than would be normal for dry weather. Generally speaking, most drivers were very aware of my presence and gave me space, but there were some who continued as if the roads were completely dry. My solution was to let them pass and get them in front so I could feel safer.

A few days later, in dry conditions, I was certainly unimpressed with a driving instructor who followed my car at 60 mph for several miles at a distance of 30-40 feet. It can't be assumed that the instructor would drive in this manner when teaching a pupil but, in my view, this is not setting a good example to other road users nor to someone learning to drive.

Finally, grateful thanks to our Associates who have entertained us and rewarded us this year by becoming fully-fledged IAMRS members, and a welcome to those new Associates who will keep us occupied with their drives over the winter.

Nigel
Coordinator, Area North



New Year Luncheon: 14 January



As you will have heard, our annual luncheon will now be at the Cider Orchard Restaurant, Hereford & Ludlow College on **Tuesday 14 January**, 12.30 for 1pm

A choice menu will be available shortly 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 your place(s) early.

Call Kath on 01981 540382 or email events@advanced-drivers.org.uk

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



Alan hands over role as Membership Secretary

At our AGM, Alan Eastough announced that he would be stepping down as Membership Secretary (see page 15)



His successor is Barbara Travers, who joined our Group in 2014 and, shortly afterward, took and passed the Advanced Test.

Early in 2019, Barbara joined the Committee and is now working alongside Alan to take over the role of Membership Secretary promptly.

What's up the road ahead?

St. Michael's Hospice motors ahead



"Our volunteer drivers are on the road to being even safer behind the wheel", said Benjamin Pardoe, St. Michael's Hospice's Volunteer Co-ordinator, "thanks to a visit from Herefordshire Advanced Drivers", when Kath Watts and Stella Boyd-Carpenter spent a morning with our Hospice volunteers.

"We covered several aspects of driving, including good information gathering and identification of hazards, to tips on how to save fuel" said Kath.

Mr. Pardoe, said he was grateful to Kath and Stella. "Their advice was invaluable and I know those attending got a huge amount out of the session."

Further Days are being arranged for St. Michael's and other charities throughout the county (see page 15)



Mike (freshly licenced!) Oliver wrote:

“The Meeting with Tess Cooper in Leominster for my five-year reassessment, was blessed with heavy rain. It was awkward fitting in and out of our Observer/ Associate modes at first.

My ancient limbs got into the Mazda sports car easily, so the smashed hip of two years ago is almost forgotten.

It was the “third drive” for Tess; corners and bends to be studied as we travelled to Luctonians Rugby ground at Kingsland. A short stop to discuss points, more “coaching” required from me. I was a bit in awe of a Masters driver but improved things on the return as we made progress back to Morrisons by a different route. A debrief, some points to improve on then changing roles, Tess was Observer while I drove the circuit the opposite way around.

From Leominster all the way to Kingsland I kept mentioning a following motorcyclist who kept his distance but disappeared in Kingsland. Instead an enormous Quarry truck was bearing down on us as I turned into the Rugby club.

As always, much was learned after the official business was over. We discussed combining gear changing and braking in certain circumstances. Often sniffed at, it is now thought by Police and IAM to be a good thing especially with safety in mind, e.g. when I got smartly out of the way of the lorry.

Tea and a butty in Morrisons coupled with relief geared me up nicely for the trip home.

Still full of myself, decided to call on Nigel Jenkins (Area-North coordinator) who lives in Kingsland.

Before I could blurt out the Good News, he said “Were you driving through Kingsland about an hour ago?”.

Wind out of sails, feet swept from under, as Nigel, continues . . .



Nigel Jenkins continued: “It was a filthy day, heavy rain and treacherous driving conditions. Of all the days I could have chosen to ride my ridiculously powerful Honda motorcycle on a 50 mile round trip for its MOT test, this was the worst imaginable.

As I was gingerly picking my way between the potholes and puddles, I was also very aware of the fact that water was dripping down my neck and my gloves were soaked. To add to my discomfort, some drivers seemed blissfully unaware of my presence, in spite of the bike being lit up like a Christmas tree and my fluorescent clothing and they were often driving at speeds completely inappropriate for the conditions.

Finally reaching Leominster, just 5 miles from home, my attention was drawn to the car in front. It was particularly noticeable because the driver was keeping to all the speed limits and positioning on roundabouts and junctions was perfect. Having followed the car at a safe distance for 4 miles, the vehicle’s speed and the appalling weather conditions ruling out an overtake we parted company, but not before I had closed in enough to see the Herefordshire Advanced Drivers sticker in the rear window.

Shortly after reaching home and with my soaked kit off, Mike Oliver called for a nice hot coffee and to tell me it was he in the car taking his 5 yearly National Observer Assessment.”

We Advanced Drivers really do stand out from the crowd; that’s a fact!

Nigel



David Williams writes:

I spent the last week of October as an Instructor on a Pathfinder course for under 17 year olds, being run at the Three Counties Showground, Malvern. I first got involved last year, after discussing the Under17 Car Club with one of its founders and being told about this alternative, linked scheme for 15+ students which is run by adults also involved with the Club. The Malvern Pathfinder was one of several being run around the country over the half term.

At its simplest, it offers the opportunity for young people to learn good driving skills and attitudes, well ahead of them beginning to learn to drive on public highways. They are run on private grounds which have suitable roads- County showgrounds and old airfields are ideal- giving lots of space to practice the skills being taught.

The essential elements beyond learning the mechanics of driving in a safe environment, is to teach them good practice; to understand the importance of avoiding distractions; and how to deal with peer pressure which could lead to serious consequences.

The youngsters attended each day with an adult family member, who was very much involved in helping them master the necessary skills, particularly on the first two days. Instructors were on hand to provide advice and guidance and offer direct instruction if required. Instructors started carrying out assessments of progress from the afternoon of the first day. The speed of development in a very large number of the youngsters, was astonishing and, by day three, they were honing their parking skills as well as confidently negotiating numerous junctions and roundabouts. By day four several had progressed to such a degree that we were introducing them to the system of car control.

Supporting classroom instruction covered various aspects of safety including an excellent session on dealing with peer pressure and distraction.

Each day, whether between sessions or when they had returned to home or hotel, they had to complete online questionnaires on the Highway Code.

On each aspect of driving the youngsters were graded by the instructors on their competence; whether they were competent to carry out the skill repeatedly, without guidance; were competent, but needed further guidance from the accompanying adult; or needed further instruction. There were three levels, and as each level was achieved a certificate was issued.

Towards the afternoon of day four, a number were being considered for level 1, which was the input on the System of Car Control – and an ability to handle to vehicle at an advanced level! Their instruction sessions now included Brake and Avoid (what to do if someone steps into the road ahead of you); and safe overtaking.

The practical sessions were held on the roads around the Showground, mostly metalled surfaces, but also some gravelled, where different coloured cones created a variety of road layouts, along with road signs indicating Stop, Give Way, No Entry etc, speed limits (ranging from 20 to 40ph) and warning signs.

There were numerous junctions, crossroads and roundabouts; some of which were altered each day; parallel parking and slalom layouts; skills test areas, involving about turns in a confined space.

To add some 'reward' interests, there was the opportunity to drive a fire engine, or accompany a police officer in his squad car for a high- speed drive around the course. There was also an opportunity to drive an automatic.

The rate of progress in ability and confidence was astonishing and for giving my time to the project I felt extremely well rewarded. I shall be offering to do it again.

If you have young family members, from 13 to 17, who might aspire to drive in the future, I can think of no better Christmas present.

Go online and input:
<https://under17driver.co.uk>



Electric Cars - Where are we now?

The government strategy has set out an ambition for at least 50% - and as many as 70% - of new car sales to be ultra-low emission by 2030.

A government grant of £3,500 is available in 2019 for the purchase of all electric cars under £40,000

Availability

Most manufacturers are or soon will be offering an electric vehicle. There is a wide variability in the specifications and choice at present is very much dependent upon the type of motoring for which it is to be used.

Cost

For cars considered to have a practical range prices vary from £28,000 to £60,000. There are few super sports cars in excess of £100K. The small city cars with very limited range are available at £18,000.

The cost to charge an electric car in the UK varies between home, work and public charging.

For a typical electric car with a 60kWh battery and ~200 mile range:

- **Charging at home:** Costs about £7.80 for a full charge.
- **Charging at work:** Many employers will install workplace charging points and typically offer free access throughout the day.
- **Charging at public locations:** Public charge points at supermarkets or car parks are often free to use for the duration of your stay.

- **Rapid charging:** Rapid charging points are normally found at motorway service stations and typically cost £6.50 for a 30 min, ~100 mile charge.

The availability of public charge points is very limited and remains a problem for electric car owners who cannot rely always on home charging.

Typical costs for different battery sizes are:

40kWh | 150miles | £5.17 | 3.4p/mile

100kWh | 320miles | £12.93 | 4.0p/mile

Range

The following are being quoted by manufacturers of the vehicles now available.

Small city cars: 55-65 miles

Normal cars: 0-300 miles

As with conventional internal combustion engines the range will be dependent upon the way the vehicle is driven.

Battery Life/Cost

Warranties can range from 5-8 years or 60-100,000 miles but as is normal with batteries the charge capacity will reduce with time and use and it is probable that after about 6 years the charge capacity will have reduced to about 80% so the range will gradually reduce over this period.

Batteries can be refurbished but there is no information on the cost of this service and whether it will be restored to as new condition.

New batteries are likely to cost in the region of £1500-£3000 plus the installation cost.



Electric Cars - where are we now? (2)

There is some indication that some manufacturers might consider leasing the battery within the sale. The cost of leasing is likely to be in the £60-£100 per month for a three year lease.

Current statistics

In September 2019, statistics show:

- 240,000 Fully electric cars
- 26,635 charge points
- 120 models available

If you are considering purchasing an Electric vehicle it is essential to have off street parking available because you cannot trail a live cable anywhere it is likely to endanger people or animals.

If on-street parking is the only possibility, though, all is not lost. Government funding allows householders to apply for a public on-street charge point close to where they live.

Interested homeowners should contact their local authority who can apply for funding on their behalf and manage the installation.



Motoring at this time of year sees an increase in tyre blow outs, a very dangerous occurrence and the cause of many serious accidents.

These are usually caused by badly worn tyres or under inflation which gives rise to overheating.

So, it's timely to look at the industry's visions for tyre technology



Tyre Technology

Advances in tyre technology does not receive the same general publicity as that associated with the autonomous car development. There has been much improvement in the rubber compounds used resulting in better road holding and life. More recently we have seen the introduction of all weather and run flat tyres all contributing to improved safety. Much more advanced work has been in progress:-

Chip-in-tyre

By inserting a chip into the rubber, Goodyear-Dunlop claims that tyres will be able to communicate with the car – talking to the electronic control unit and anti-lock brakes, for example, to adapt to the road conditions. The batteryless chip tells the car what kind of tyre is fitted and relays air pressure and temperature to achieve optimum braking and cornering performance.

Individual readings of tyre status will be displayed. The technology is set to debut on new cars first, before being available on the aftermarket – and the chip, fitted to the centre of a tyre's tread, is claimed to be light enough not to disturb the balance of a wheel.

Driving vision 3

Twin Air Chamber

This concept, intended for SUVs, splits the tyre's air chamber into two. The idea is that if one pocket punctures, drivers can continue their journey on the other at a reduced speed.



The two chambers sit side-by-side and Goodyear-Dunlop claims a benefit of the design is that the tyre has a smaller contact area with the road, with the two chambers separated by a wide groove. Plus, the maker says this groove helps to bring about a reduction in the tyre's weight, and in turn rolling resistance and fuel consumption. Despite the reduced contact area, the new design is also said to be as safe as any other tyre.

Self-inflating tyres

Another Goodyear-Dunlop innovation called Air Maintenance Technology (or AMT) packs an electronic part into a tyre that regulates air pressure. It detects how much air is in a tyre and tops it up automatically if necessary.

This would effectively eliminate the need for drivers to pump up their own tyres - and as research has shown that running tyres at just a few psi under their recommended pressures can have a serious impact on fuel efficiency,



Continental ContiSilent



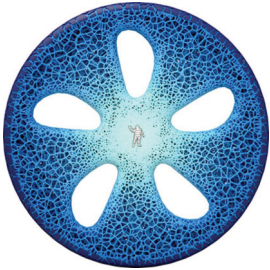
Continental claims its ContiSilent tyres can cut cabin noise by up to 9dB - and they're made by simply applying a coating to the inside of the main tread area of the tyre after it's made. They're equipped to performance cars, but the concept is expected to be extended to fit other cars. Continental claims that braking, handling and wet grip performance aren't affected with a set of ContiSilent tyres fitted.

Dandelion rubber



Weeds, optimised and cultivated for mass demand. Details are sketchy at the moment, with Conti not surprisingly playing its cards close to its chest. But this doesn't only have the potential to reduce the brand's carbon footprint by cutting its reliance on conventional materials. Continental's view of a sustainable future for tyre manufacture involves dandelion plants. The company is on the verge of developing this new mass production method that will introduce the on fossil materials; the dandelions can also be grown close to Conti's factories, to save on the logistical strain of hauling around raw materials.

Michelin



The 3D-printed ultra-connected bio-sourced concept. A lot of features for just one tyre and yet Michelin's Vision concept model includes more advancements.

This elaborate tyre, dubbed 'tweel,' would not only be printed from bio-sourced materials into a design that mimics the natural cellular structures of coral ensuring it never blows out, it would also be smart, enabling communication with its user, and rechargeable.

Imagine that you don't have to worry anymore about keeping safe when you travel, because road conditions and bad weather don't matter anymore: your tread instantly adjusts to your driving conditions, whenever necessary, using just the right amount of materials.

A tread that can be modified and replenished at will, without wasting any resources, time or money, and which protects the environment for the generations to come.

Some of this development could be years away but it can be seen from the above that very advanced development is not confined to the mechanics of vehicles.

The tyre is your safe connection with the road do you regularly check tyre pressures and wear?

With acknowledgements to Auto Express, Goodyear-Dunlop, Continental & Michelin.

Winter and Driver Assist Systems

We are all becoming more reliant on Driver Assist systems but there is no point in having them if they are not working.

The complicated computer programming that run these systems all rely on a combination of cameras, sensors and various types of radar and these are located at various position on the body of the vehicle. For these to function properly it is essential that they are kept clean.

Clearly it is not possible to drive a vehicle in winter conditions without getting it dirty, and salt, snow, and ice make things much worse. Although frequent washing will keep the sensors clean it is not always easy to do.

It is advisable to identify where the sensors are positioned on your particular vehicle so that they can be kept clean with a little soap and water when overall washing is not an option. Be sure to dry them, because they could easily freeze and ice buildup is likely to cause interference.

Remember these are the eyes that are assisting you to drive safely, keep them clean and they should work as intended.

- and finally . . .

Don't forget to reward the designated driver, whether replacing you or others.



Last year I heard a great idea. Take him/her out for lunch shortly after their generous act to the same or similar venue where you were freed from the risks of drinking and driving.

As always, drive safely

What's in the boot?

Look out for new labels at fuel pumps

If you've filled up your car since the start of this month, you might have spotted that there have been some changes to the way petrol and diesel are labelled. The fuel itself hasn't changed, but the way it's described has.

While you'll probably still see the terms "petrol" and "diesel" in use on the pumps and nozzles you use to refuel, you might have noticed a couple of differences since 1 September. You'll now see petrol referred to as 'E5' in a circle, while diesel is now being referred to as 'B7' in a square. This new terminology will now also be present on the filler caps on brand new cars, and you'll see it across Europe, not just in the UK.

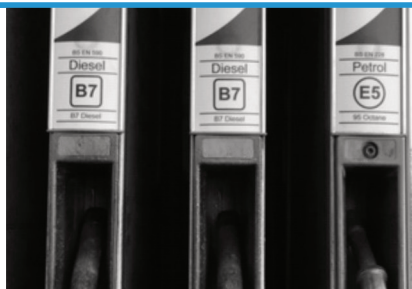
Why the change?

The thinking behind the change of labels is to do with increasing the accuracy of petrol and diesel labelling, as the new labels depict the percentage of renewable fuel blended into these fossil fuels to help bring down CO₂ emissions.

With strict targets to adhere to in the fight against climate change, petrol and diesel have, for over a decade, been mixed with a small quantity of fuel from renewable sources. Petrol is mixed with up to 5% ethanol, while diesel contains up to 7% biodiesel, without impacting the quality of the fuel.

So, you guessed it: E stands for ethanol, 5 for 5%; B stands for biodiesel, 7 for 7%. A circle is the symbol for petrol and a square for diesel. At the moment, those percentages are capped because higher percentages won't work with all vehicles, but as renewable fuel content increases in the future we'll likely start to see other percentages available and the new labelling will reveal exactly what you're buying (E10, for example).

It's worth noting that if the filler cap in your new car says 'E10', you'll still be able to use 'E5' petrol. What's more, if you drive a diesel car and you've noticed that your filler cap says 'no biodiesel', don't worry: all diesel cars will take B7. (with acknowledgements to A-Plan)



On a lighter note . . .

(p.s. to article on page 9)

"Returning home on my motorcycle, I called in at Screwfix on the way home. Builder chap holds the door open for me and I thank him.

"Impressive Hi-Vis jacket", he says.

I reply: "Thanks, but still some drivers don't appear to see me!"

He replies: "That might be true, but it make you easier to aim at!"

BIG grins!!!!

Nigel

(p.p.s. to article on page 9)

When Martin took the car park lane, people passing by thought I was getting a telling off from Traffic Police!

Mike O



Editor's notes

Thanks very much, Mike and Nigel. Great story, not least because of the trouble you both took to reconstruct the event!

Anyone with a story to tell (preferably amusing, clean and with accompanying photo), please let me have it for our next issue and your fellow members' entertainment

Mike



Thanks & congratulations

Thanks to all our Observers

There has been a lot of activity from our Observers over the last four months, with two Advanced courses, the Ross Driver Refresher Days and talks to the Monmouth Rotary Club and some of the volunteer drivers at St. Michael's Hospice.

The latter two events have generated interest in Driver Refresher Days. The first one, in January, will be for the Monmouth Rotary Club in Ross, for those interested. They would like us to run another later in the Spring.

St. Michael's are looking to having two Driver Refresher Days when they have more have more parking spaces, which are, at the moment limited. We held a very successful and enjoyable Observer Presentation evening run by our good friend Tina Lawrence.

Our stand at Hereford Country Fair was very successful: we offered free review drives at the fair and many people then went on to join us at Refresher Days. The Refresher Days are certainly a good way of encouraging people's interest in Advanced Driving because, on the whole, three or four people join the course having done a Refresher.

Next year we shall be running Refreshers in addition to seasonal Days around the county: this time we are visiting Bodenham, Bromyard, Ross-on-Wye and Whitney on Wye.

Many thanks are due to all the Observers, without whom we could not continue and to David Williams who is continuing to deliver presentations for us. They all put in a tremendous amount of voluntary work which is very much appreciated.

Kath

Congratulations to these Associates who have passed their Advanced Test since our June AGM		
Associate Name	Observer	Result
Sarah Swinson	Nigel Jenkins	Pass
John Barnes	Phil James	F1rst
Stephen Parry	Val Allen	F1rst
Alison Stather-Hooper	David Williams	Pass
Mike Chandler	David Rose	Pass
Ian Roper	Phil James	Pass
Arnold Roele	Mike Oliver	F1rst
Ann Ing	Jon Baker	Pass
A further 8 Associates are in the process of becoming test-ready		

Thank you, Alan

Alan Eastough joined our Group in April 2011 and shortly after took and passed his Advanced Driving Test. Soon after that he joined the Committee and became our Membership Secretary.

Alan has been so helpful, not only by approaching our members and persuading them to pay their Subs but by volunteering to help with sending out magazines and notices about events.

We are very grateful for the time and effort he has spent on **HAD** matters over the last few years. Thank you, Alan, on behalf of all of us.

Stella



Who's who?

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