



Driving safely in spring

When the going gets tough, the tough get going . . .

At times of crisis, the bulldog spirit shown by the majority of Brits never fails to astound.

Although, as volunteers, we are denied from providing our support and advice to associates and newcomers whilst keeping social - or, more accurately, anti-social distancing, our code of conduct, **IPSGA** will prevail in our professional and personal lives:

- Initiatives abound, offering to
- Protect our Health and
- Safety - but it's safest when you follow
- Government guidelines -
- All the time, every time . . .

So, if you know of an idea that has helped others cope better with these challenges, email Stella (group-contact@advanced-drivers.org.uk) and we'll award brownie points to the most ingenious, practical or just crazy.

Meanwhile, look after each other, safely . . .

Members' Magazine: Spring 2020 (issue 199)

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Adrian Barlow, Chairman

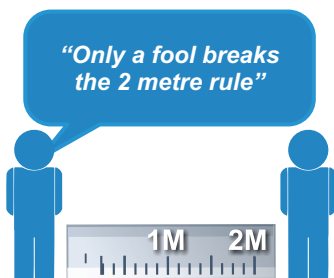
The new year started very promisingly with two highly successful Driver Refresher Days which resulted in a large number of participants signing up for the Advanced Course and I want to thank all those committee members, observers and helpers whose combined efforts produced such outstanding results.

Of course, since then coronavirus has overshadowed our lives and on 16th March, we took the decision to suspend all our activities with immediate effect and until the Government advise that it is safe to recommence. We are also very aware of the importance of regular communications to prevent feelings of isolation and to emphasise that we are "raring to go" with our activities, once it is safe to do so. Our observers are keeping in touch by telephone with their associates. We have established a roster to ensure all our observers and committee members are telephoned at least once a week and we will be producing a monthly online eNewsletter for all members who use email.

One cannot forecast how matters will develop over the coming weeks nor what further restrictions will be introduced but it is vitally important that everyone should comply with Government advice and regulations.

Keep safe and stay well.

Adrian



Government Guidelines



STAY AT HOME

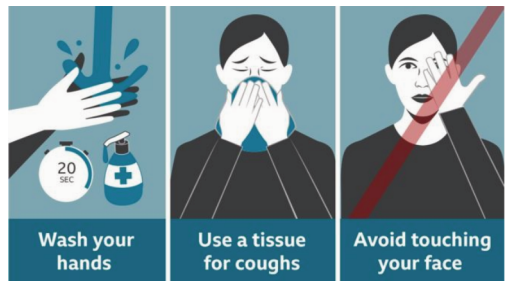
PROTECT THE NHS

save lives

Regrettably, a minority of people flaunt official advice; worse still, some quote social media, which cannot be verified as safe. So if you are asked for advice, the key points include:



Stay at home – no unnecessary journeys or social contact



Only leave home for essential shopping, medical needs and exercise once a day

Safer driving in spring

What's your first thought? Spring sunshine? March, in like a lamb out like a lion? April Showers?

The extraordinary weather at the beginning of the year, makes me doubt whether we can expect the former traditional weather patterns, so trying to predict what we will face is not easy. What we can say is expect the unexpected and get the weather forecast before you travel, especially if you are making a long journey.

if you have driven through deep water in the last few weeks, check whether water has entered your lamp clusters. A tell-tale sign will be condensation inside the lens. If left, this could lead to corrosion and lamp failure. A no-expense and often effective way is to park your car so that the heat of the sun does the job. However, the fact that water got in in the first place, could indicate that the watertight seal on the lamps is defective.



Cutting hedges is not allowed between 1st March and 31st August, to allow for birds nesting so, unless there is a safety issue, we won't have that to contend with.

I'm afraid our biggest concern will be the poor condition of our roads. In many cases flood waters have loosened roads from beneath – seeing water bubbling up through the tarmac is a precursor to major collapse over the coming months.

We are also conscious of the damage done to the verges by tractors. Unfortunately, this wearing away is permanent, exposing the edge of any constructed carriageway to the mercy of other vehicles, increasing further its wear and tear.

When we are trying to stay close to the left on a right-hand bend, we need to be careful not to drive on what might be unstable ground.

On a more positive note, Spring is a good time to consider a thorough 'spring clean' of your car – especially the exterior. It will be a couple of hours well spent.

We all know how important it is to keep the glass clean, but giving the bodywork a deep clean, polish, followed by waxing, will help to maintain what is a very expensive investment.

What products you use is a matter of personal choice – mine happens to be Autoglym. Try and stay away from auto car washes, since they can be aggressive on the paintwork, leaving fine scratches and swirls – and there is satisfaction in doing a good job yourself.

David

p.s. Since Covid 19 is now limiting our driving, we don't need to use both cars, so I have put my car under a soft cover to keep the dust off!

Stay well; stay safe. David.



Further advice from Richard Gladman, head of driving and riding standards at IAM RoadSmart

"It's time to get your car hale, hearty and 'beach body ready' in preparation for the spring. Here's some advice on getting your car ready for the warmer weather.

Lose weight

- clear out those coats, boots, scarves and bags that took up permanent residence during the winter months. They add weight as well as taking up space, and surplus weight means wasted fuel

Cut down on the salt

- modern cars are much less prone to rust than their forbearers, but corrosion-causing salt from gritted roads can build up under the wheel arches and the suspension.
- Use a hose pipe to flush the wheel arches clean; if you have a pressure washer, even better. If not, try washing the arches after driving on wet roads – the mud and grit will have softened. The neighbours might think you're peculiar but you'll reduce the risk of expensive repairs

Keep hay fever at bay

Most cars have pollen filters, but they need changing periodically to remain efficient. Look in your handbook to find out how to get to the filter and if it looks bad, change it now.

Some very good after-market filters are available online, often with a charcoal layer to filter out pollutants as well as pollen.

Don't get hot and bothered

Air conditioning is a boon as the temperature rises, but it contains a special gas which can slowly leak away. If it gets too low, the air-con will blow warm instead of cold.

Test your vision

Demisters put a film of grime from traffic fumes on the inside of the windscreen which can spread bright sunshine into a blinding glare. Get the screen squeaky clean with water and detergent, dry with a microfibre cloth and crystal clear vision will be restored. Don't forget the other windows; clean screens rarely mist up so you'll need the heated rear window far less - another fuel saver

Test it by turning the heater control to minimum, the heater fan to maximum and make sure the air-con is turned on (i.e., not in "eco" mode).

If you don't feel an icy blast after a couple of minutes, the system may need "re-gassing"; a simple job which most garages have the equipment to do

Richard said: "In conjunction with other spring cleaning treat your car, the efforts to wash and polish it will last a bit longer now the winter salt has gone.

Perhaps now is a good time to spend a therapeutic morning tinkering."

Prevent spreading COVID-19



Helpful hints to drivers

We have all been asked to stay indoors for all but essential travel, which is limited to:

- Shopping for basic necessities, as infrequently as possible
- One form of exercise a day (a run, walk, or cycle) - alone or with members of your household, from and back home.
- Any medical needs, including to provide care or help a vulnerable person
- Travelling to and from work, assuming you cannot work from home

We will keep you updated as the situation changes and social distancing is relaxed.

Can I still refuel?

You should only be travelling to and from work, the shops, or to provide care. If that involves driving, then you'll still need to refuel.

If social distancing:

Technology is your friend for social distancing. The easiest option is, of course, to use self-service pumps like the ones at many supermarket filling stations. Diesel drivers will be accustomed to doing this anyway but you'll want to put disposable gloves on before handling the pump or using payment terminals. Other than that, go when it's quiet and you should be able to avoid any human contact.

You'll still need those gloves for handling the pump but app-based payment systems like Shell's Fill Up & Go remove one further level of interaction and let you pay for your fuel on your phone. However you do it, you'll still want to wash or disinfect your hands afterwards, so keep some hand sanitiser in your car. The same applies to EV drivers using public charging terminals - payment will often be via

phone apps anyway but you'll want to take sensible precautions before and after handling any plugs and cables, be that using disposable gloves and/or disinfecting your hands before and afterwards..

If self-isolating

As per NHS advice, you'll have to stay at home for 7 days if you have symptoms of coronavirus. If you live with someone who has symptoms, then all members of the household should stay at home for 14 days after the first person shows symptoms.

What if my car breaks down?

With many people working from home and schools closing the roads should, in theory, be quieter than usual but pressures on all services, including breakdown, remain unprecedented. The AA has sought to reassure motorists that they will attend to them if they have a problem on the road and has updated its app and phone line to help identify anyone with coronavirus or in self-isolation. It also has a dedicated team to help protect both members and customers to help reduce risk of exposure.

"We've already taken steps to maintain our service to you, but you may experience a longer wait than usual when contacting us on the telephone while the COVID-19 situation continues," says AA CEO Simon Breakwell. "If that happens I apologise in advance and promise that we will return to normal telephone service as quickly as possible."

If possible the advice is to use your smartphone where possible, rather than call in. "Our app is the quickest way to tell us if you've broken down and you can track your patrol to your car," it says, advising all members to download the app now as a precaution and use it to (*contd. on next page*)

My Name is John!

In October 2017 I suffered a mental breakdown due to excessive stress. This resulted in me losing all my confidence and I was unable to drive for over five months; even being a passenger in the car made me extremely nervous and apprehensive.

I received medical treatment and my Consultant, as required by law, found it necessary to inform the DVLA. This added to my worries and I became concerned that I could possibly lose my licence.

My wife had attended a refresher day in the past, so I knew about the IAM and that Nigel Jenkins is an Observer. Desperate to know if I was still capable of driving safely, I approached him to see if he would assess my driving. To my relief, the assessment went well and Nigel recommended I take the advanced driving course to improve my confidence.

That still left the problem of the DVLA assessment! I knew it would be like a normal driving test but with an Occupational Therapist sitting in the car making notes. I was really concerned that I would pass the practical part but fail to convince the therapist I had recovered enough to be a safe driver. With Nigel's encouragement, I took the DVLA assessment and passed!

Since I started the advanced course, I have regained my confidence and learned such a lot through calm and instructive tuition. I passed my ordinary driving test in 1970 and now realise how many bad habits I had picked up. I believe I am a much calmer, safer and happier driver than in the past and am looking forward to taking the advanced driving test.

Nigel has stated that I am now test-ready and would have been put forward for test if circumstances surrounding Covid-19 had allowed, but I'm not too concerned about the delay because I know I'm a much better driver and, with a check drive, should easily pass.

My wife is also much happier being my passenger and has even signed up for and started the advanced course herself. **John**

(continued from previous page)

report breakdowns where possible. "Our patrols will only work if they're fit and well," says the AA. "They're also following the latest hygiene advice, using protective gloves and their vans are fully stocked with the latest cleaning products."

It's a similar story from other providers, including the RAC. It maintains that helping stranded customers at home and the roadside remains its "number one priority" and, like the AA, has equipped all its mobile operatives with gloves, gel and wipes to disinfect any vehicle they attend. They also ask that you let the operator know on the phone if you think you have any COVID-19 symptoms so they can take suitable precautions.

What happens if I struggle to make my monthly finance payments due to losses incurred by the coronavirus?

Most finance companies will have a team within their customer services division to assist customers experiencing financial difficulties and will offer a variety of options such as payment plans to assist, depending on individual situations.

In this instance, you should contact the customer services department of the specific finance company your agreement is with, rather than the dealer. Most finance companies will show a number to call on their websites under the FAQ section.

Beware that not all will have the ability to offer payment holidays in the manner that large mortgage companies have the potential to, so it's worth looking at which household debts to service and which to take a break on.

For further independent advice on car finance contracts, contact Citizens Advice or, for general financial concerns, you can try the Money Advice Service, who are independent and can provide web chat services and more.

My thanks to all of you who have paid your 2020 Subscriptions.

If you have received this magazine in the post without any accompanying letter, it means you have "paid up", so please consider this as your receipt - and we really do appreciate your continued support!

Unfortunately, there are still 21 responses outstanding from my 2nd "chase" requests for payment of Subs and, whilst we are sending out the Spring magazines, I have used the opportunity to include a letter especially for those affected to advise again that we have not yet received any payment from you this year.

We shall have sent out 3 reminders to those particular members with this communication now (at a cost of around £3 per person - about £63 in total, so not cheap for us as a registered charity!)

So, please let us know if you no longer wish us to remind you of your need to renew your subscription. I regret that these 3rd requests will be the last communication you receive from us as it is simply too expensive to keep sending out reminders. I am sorry if this is the case, as we really don't want to lose you, but if you no longer wish to support us, please just politely let me know.

78% of you out there this year who have paid us so far have done so by Standing Order (S/O), thanks. This is a few less than last year, but we have taken on a lot of new Associates recently and their first year's subs to HAD are included in their course costs, so this has reduced this uptake a little (It was 85% S/Os last year). Perhaps we can better the trend again next year? It's so much easier for us.

All of our courses and drives are now affected by us being in "house arrest" due to current government restrictions and I am sure I need

not dwell on that too much, anyone short on detail can switch on the BBC News (*other bulletin alternatives are available*), if needs be! However, never one to miss an opportunity, if you are one of the outstanding 21 mentioned above, or you really wanted to sort out a Standing Order to us for 2021 and beyond instead of sending us a cheque each year, now is the ideal time to get that all sorted out during this period of "lock-down"!

Why is it me writing this.....?

My handover of responsibilities with Membership has been delayed a little, so we are still in a rather deferred transition of swapping over from my Membership Secretary role for HAD. We hope to move things forward as soon as we can as things improve, such that we can all resort to talking to one another in a civilised manner instead of shouting at a distance of 2 metres!

Meanwhile, follow the better-informed advice, stay safe and well out there and look after each other. My very best wishes and good health to you all.

My postie is still delivering to me (thanks Darren), so I can still handle any requests received by post, and my own broadband is still there at the moment (albeit a little "throttled" by all the homeworking and homework being done by local schoolchildren), so email is also welcomed.

Just contact me.



Joint Membership Secretary
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E: members@advanced-drivers.org.uk



We made an early start this year and so far we have held two of our popular Driver Refresher Days – both of which were very successful.



We were approached by two new local organisations (Monmouth Rotarians and St Michael's Hospice), both of which have asked for further Refresher Days later in the year.

Our Driver Refresher Days are for drivers of any age who need to update their driving skills and knowledge.

A great many of us took our driving tests perhaps at the age of 17 or 18 and have not done any training since! - I won't mention how many years that is in my case!

Conditions on the road have changed dramatically over recent years. The amount of traffic on our roads has increased considerably - everyone seems to be in a hurry; they are thinking about what they are going to do when they get to their destinations; they are probably listening to something on their car radio, or maybe talking to friends, or children in the car - and certainly not concentrating one hundred percent on their driving.

Driver Refresher Days include an update on the Rules and Regulations from the Highway Code and the second part of the day is taken up by taking everyone out for a drive in their own car accompanied by one of our qualified Observers who will give attendees constructive advice aimed at helping them become better, safer drivers.

The feedback we have received is very positive and many people decide to learn even more and take the course to become Advanced Drivers.

We had many more "Refresher Days" booked throughout the year, including visiting the Bodenham area, Ross-on-Wye, Bromyard and Whitney-on-Wye later in the year, but all activity has been suspended until the Coronavirus epidemic is under control.

We planned to take our Gazebo to the Herefordshire Country Fair but this, too, is on hold. However, if you can help us when it reopens, just let me know.

When we can resume our services, anyone can come to a Refresher Day - even Advanced Drivers find that they benefit from updates!

Any of our members can ask for an Assessment Drive once a year.

If you are interested in learning a little more – just get in touch with me ...

Stella

Phone 01432 840835 or
Email group-contact@advanced-drivers.org.uk

News from the Shire (2)

Floods, Viruses, the lot!

It has been a challenging period for Observed drives due to the severe flooding in this area over the past few months. Villages have been cut off completely by the Rivers Lugg, Teme and Arrow all bursting their banks and, at Leominster, completely submerging the floodplain and parts of the A49 to the north. Our brook rose to its highest level I have recorded in the 36 years living here.

My Associates, though, have been determined to continue with their coaching sessions and willing to be flexible about their drive dates. It has taken military-style planning to assess which routes were likely to be closed or too hazardous to use, but we always managed to get some good drives in, some with the added challenges of standing water or mud on the roads.

Coronavirus then started to invade our lives, but luckily, one of my Associates was able to be tested just before HAD and IAMRS functions were shut down. He achieved the perfect score and a well-deserved F1rst pass. My second Associate was not so fortunate and, although test-ready, will need to wait until normal service is resumed. He is quite unworried by the delay though, because he says his old driving habits are gone forever.

Martin Thomas, Mike Oliver and I have been busy setting up our own meetings to enable us to assess each other's driving and Observing skills; the two old-timers champing at the bit to get going. Although it has a serious purpose, it is also light-hearted and a chance to sit and talk over a coffee and a naughty bit of cake. So far, Martin has escaped being tested because of the lockdown; this gives Mike & me time to plan something special for when restrictions are lifted.



Sadly, it became clear quite early on that the planned Refresher day for Bodenham on 25th April, was unlikely to be viable. There were two very early candidates who confirmed and paid for their places, but no further enquiries during the following weeks which led me to think that concerns about the Coronavirus were making potential candidates cautious about applying. Having spoken to Adrian, our Chairman, about my concerns, we decided to postpone it indefinitely.

The 4x4 Response Group course workshop, which I was to co-present, was all set for 28th of March but has also had to be cancelled. Val Allen, our Chief Observer, very kindly made the trip over to my house from Malvern so that we could rehearse the presentation. I hope she liked the cucumber sandwiches!

At the moment, we are self-isolating and effectively in lockdown! My current Associates may have been hoping for time off from my corrective nagging, but no such luck! I am determined to keep them on the boil by setting them questions by phone or email, answers to which they can find in the highway code or their course handbooks, and ensuring they do their pre-drive checks before driving. I also think it is important to ensure they don't feel abandoned or forgotten by us and are encouraged to ask questions.

In the same vein, Mike, Martin and I, who are all geographically remote from most of our group, also benefit from the occasional contact; it helps us not to feel forgotten too!

Nigel
Coordinator, Area North



Eco-Friendly Vehicles (EFV)

The Winter 2019 magazine included an article reviewing the status of electric vehicles. Since then, the government has reduced the date for banning the sale of vehicles powered by Internal Combustion Engines (ICE) from 2040 to 2035. This ban also includes Hybrid vehicles because they are emitting carbon dioxide and nitrogen dioxide when electric power is not in use. In addition, large-volume carmakers must reduce the average emissions of the cars they sell to below 95kg of carbon dioxide per kilometer driven after 2021; not many meet this standard at present. The subsidies on EV vehicles were intended to kick-start sales but these have been reduced or stopped. The £2,500 subsidy for plug-in hybrid vehicles has been cut altogether and the grant for pure electric vehicles has been reduced from £4,500 to £3,500. Zero emitting cars are still not required to pay vehicle excise duty. For all others there is a sliding scale based on emissions and price for new cars. It seems that current government thinking is that there will now be a surge in sales of EV vehicles which will result in falling prices obviating the need for subsidies not a view supported by the car industry at the moment when car sales have fallen significantly. Should the governments date of 2035 be met there will be an impact on the sale of ICE vehicles before then. After this date the number of petrol and diesel fuel stations will diminish and ultimately it will be more difficult to purchase petrol or diesel at the roadside.

Which is the best?

If you are thinking of buying a pure-EV, there are a number of issues that need to be considered that will determine which type of EV is the right vehicle for you: access to charging, daily mileage and overall budget.

Whilst there are a few very expensive vehicles offering a range in excess of 300 miles the real-world best range of pure electric vehicles is between 100-200 miles, depending on the model, which can mean that longer journeys need a bit of extra planning and factoring in 30-40-minute rapid charges during the journey.

If range is of most concern then a plug in hybrid is most likely to be the best option at present but care must be given to the choice because the mileage under electric power will vary enormously depending on battery size and can be as low as 20 miles. The larger the battery the more expensive the vehicle

Plug-in hybrid emissions are low when not using the ICE, but the overall efficiency is very much dependent on how often it is charged. You really need to ensure you have charging at home and ideally at work if it is a company vehicle. Running them on fuel is not always efficient, as they are usually heavier than the equivalent petrol or diesel model they're based on and likely to contribute to higher levels of emissions if used on fuel all the time. You also lose the cost benefits.

Charge points can be installed at homes with a garage or driveway, at workplaces, on residential streets, in town centers, public car parks and 'destinations', such as shopping centres or motorway service stations.

Charge points vary as to how quickly they can charge an electric vehicle.

Rapid charge points are the quickest way to recharge a vehicle, typically recharging a vehicle to 80% in around 30 minutes. However, rapid charge points are the most expensive to use (similar to expensive petrol or diesel fuel at motorway services), and they cannot be installed at home.

Slow charge points are often the cheapest to use and are suitable when vehicles are parked for several hours, such as during working hours or overnight.

Fast charge points are a happy medium and ideal when vehicles are parked for a few hours.

	Slow (3-7kW)	Fast (7-22kW)	Rapid (Up to 50kW)
Charge time	4 to 8 hours	2 to 4 hours	25-40 mins
Vehicle range added in 15 mins	3-6 miles	6-20 miles	35-40 miles

The speed your vehicle recharges will be affected by the charge point speed available and also how fast the vehicle itself can recharge. When buying or leasing an electric car, especially older EVs and some plug-in hybrids, you should find out its maximum charging speed. Depending on the vehicle and its connector types, you may be able to top-up at fast and rapid charge points but not take full advantage of their maximum charging speed.

The majority of charging will be done at home, often overnight. If you have a driveway or garage, the cheapest and most convenient way is to install a dedicated charge point.

The Electric Vehicle Home Charge Scheme covers up to 75% of the costs (capped at £500, inc VAT) of installing a home charge point. While you can use a regular UK three-pin socket, it is much slower than a dedicated charge point and may involve running charging cables from inside your home. Extension cables should not be used.

Some energy companies offer tariffs specifically for EV drivers.

Public charging networks

Accessing and paying at public charge points

Access to charging is usually through a radio frequency identification (RFID) card or a smart phone app, although an increasing number of charge points accept contactless credit or debit card payments. In England, each charge point operator has a different RFID card.

New regulations came into force in November 2018 that make every public charge point



accessible to anyone, regardless of pre-existing network membership. The aim is to increase driver confidence in the charge point network across the UK.

The cost of a charge normally includes a standard connection fee plus the amount of electricity consumed, multiplied by the charge point's or network's electricity tariff (per kW).

Membership of a charging network may give you access to cheaper rates and could save you money if you use the same network regularly.

The exact costs of charging depend on what sort of vehicle you have and the size of its battery. The table on the next page gives examples for a few specific vehicles currently available. The smaller batteries of plug-in hybrids cost less to recharge but the higher cost of the petrol or diesel required for the vehicle's engine also needs to be factored in.

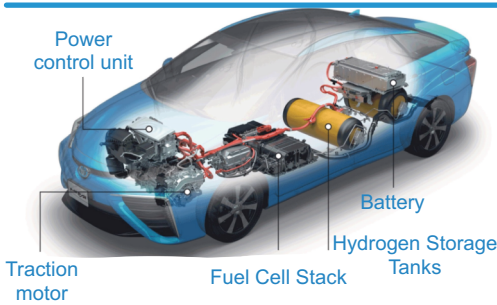
Cost of petrol and diesel will depend on how frequently the car is recharged and driven on battery power.

Servicing Costs

An EV vehicle has fewer moving parts so servicing costs should be lower.

- You can maximise the range of your EV by:
- Anticipating the road ahead to avoid harsh acceleration and braking
 - Watching your speed
 - Considering how you use the heating and air conditioning, i.e. pre-heating the car while plugged-in to avoid consuming energy from the battery at the beginning of the journey

(with acknowledgements to Energy Saving Trust Media Team: media@est.org.uk) and Toyota Prius (illustrated)



Hydrogen Fuel Cell Development (HFC)

The hydrogen fuel cell is some way behind battery electric power, although all major motor manufacturers are involved in the development stage. Hydrogen is clearly the cleanest fuel with only water as the emission. Hydrogen powered vehicles are essentially electric cars with a fuel tank; they don't store electricity like a battery, they create it on demand to power the electric motor

This power system offers several advantages over EV (Electric Vehicles). They have equivalent performance to battery-powered vehicles and a greater range capability, in addition the refueling time would be the same as present internal combustion driven vehicles, a few minutes, eliminating the long recharging times currently required by EVs. It also seems that the HFC will be the most eco-friendly eventually.

To produce batteries capable of around 200 mile range will produce around 20 tons of CO₂. The life expectation of such a battery, although there is little data, would be approximately 150,000 miles, which equates to about 80 kgm/km over its lifetime; when you add in the power required for charging over this time, the total comes to around 120 kgm/km. Figures from one of the few HFC cars running found that it emitted 120 kgm/km over its lifetime. This could be significantly reduced with less costly production methods for Hydrogen.

Cost is always a factor and because of the very limited number of HFC vehicles produced to date the EV is the way forward but in the long term HFC will find a place due to its clear advantages.

Maybe a hybrid EV/HFC will be the outcome because it could overcome the range limitations of the battery driven vehicle.

High-tech coming

Voice commands for your car

With the introduction of Alexa-like Personal Assistant, you will be able to interact with your car giving it specific instructions.

A doctor in your car

Ford is leading the way toward technology that monitors health from the driver's seat. The company has already developed an electrocardiography reader that monitors heart function through sensors in the seat.

Intelligent dashboards

"Augmented reality" dashboards are already a reality in some BMW vehicles, but it is predicted that 70% of new cars will incorporate them during 2020. There is no need to take your eyes off the road as all information is projected onto the windscreen.

Brain-assisted vehicles

Many crashes could be avoided if the driver had reacted more quickly. Nissan is developing brain-wave technology that will make that possible.

Custom-designed vehicles

Using 3D printing, it might be possible to pick features from different vehicles and design your own personal vehicle (at a very high cost)

Built in Mechanic

Cars will be able to diagnose their own mechanical problems.

It will research the options for correction and if necessary book its own garage appointment.

Driving vision (4)

(continued from previous page : Charging costs)

Vehicle Type	Charging speed	Charge level (+%)	Miles added	Charging time (hrs)	Public Charge cost	Home Charge cost	Cost per mile (public)	Cost per mile (home)	Public price increase
Nissan Leaf BEV	7kW	+40%	75	2.3	£6	£2.24	8p	3p	+£3.76
		+80%	150	4.6	£10.80	£4.48	7.2p	3p	+£6.32
	50kW (rapid)	+50%	94	~0.3	£7.20	N/A	7.7p	N/A	N/A
Mitsubishi Outlander PHEV	3kW	+40%	9	1.8	£2.86	£0.77	31.7p	8.5p	+£2.09
		+80%	18	3.7	£4.51	£1.55	25.1p	8.5p	+£2.96
Toyota Prius PHEV	3kW	+40%	12	1.2	£2.26	£0.49	18.8p	4.2p	+£1.77
		+80%	24	2.3	£3.31	£0.99	13.8p	4.2p	+£2.32

Coronavirus fears lead to cybersecurity attacks



With COVID-19 taking centre stage over these past few weeks and health threats being the utmost major concern, cyber criminals are taking advantage of the fears and anxieties surrounding the epidemic and using the crisis to cash in on the paranoia.

To help you stay on the lookout for potential threats or scams, we've gathered recent examples of breaches related to people practicing social distancing.

First, there's a malware called "CoronaVirus" as an homage to the actual coronavirus (in particular, COVID-19).

As reported, this malware was distributed through a fake web site pretending to offer utilities from WiseCleaner (a legitimate Windows system utility).

This "malware cocktail" distributed both the CoronaVirus Ransomware and Kpot, a Trojan designed to steal information.

*with acknowledgements to
VIPRE Internet Security*



Thanks & congratulations

New Year luncheon

Our New Year's luncheon at the Cider Orchard Restaurant, Hereford & Ludlow College in January was a great success.

Not only did the menu whet the palate but the meal itself lived up to the College's reputation for fine food at reasonable prices.

We were served by the students, who delivered excellent, courteous service.

Our thanks also to Alan Eastough for arranging an enjoyable event.

We had a fantastic start to the year and are very disappointed to suspend activities until the crisis passes. We could not have done this without the help of our team members. I must begin with Andrew Jenkins who recently retired from his job and promptly offered to help. Just what is needed at all events to set up, dismantle and return it to store, ready for the next event.

Kath Watts never stops - I am sure she is practising for Master Chef! Her lunches have turned into feasts for our Observers to savour.

Christine has followed suit and, despite an illness earlier in the year, supports readily for all events in the Ross area.

Our amazing Observers not only take people out for their drives on our Refresher Days, but they come early or stay late to help with the setting up/clearing up. Other members who are always willing to help include Beryl Bayliss, Terry Gurney, George Fulford, Lesley Hayward, Peter Hodge, Carole Sheppard, Kate Taylor-Edwards and Celia Lawrence.

I hope I haven't forgotten anyone; if any other members could help in their areas we would love to hear from you. Grateful thanks again.

Stella 15

Our grateful thanks to
Herefordshire 4x4
Response who are ever
active in the County.

**Herefordshire
4x4
RESPONSE**

Having not long recovered from being extensively involved with the recent floods, some of them had signed up to do their Advanced Driver course with IAMRS and HAD. They are now directly affected by having to postpone their Workshop attendance and Observed drives towards them becoming full members.

Sorry for the delay, guys; stay safe out there with the support you are offering to the local efforts in the County.

All of us are grateful for the hard work and risks being taken by all of the professionals and volunteers, with some wonderful examples of community spirit being delivered by the majority.....

For those of you interested, please go to www.herefordshire4x4response.org/news.htm for the latest input by your local 4x4 Response Group.

Meanwhile, follow the better-informed advice, stay safe and well out there and look after each other. My very best wishes and good health to you all.

Alan Eastough

Joint Membership Secretary

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Congratulations to Richard Lloyd who achieved a splendid F1st pass on 3rd March.
Observer: Nigel Jenkins





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