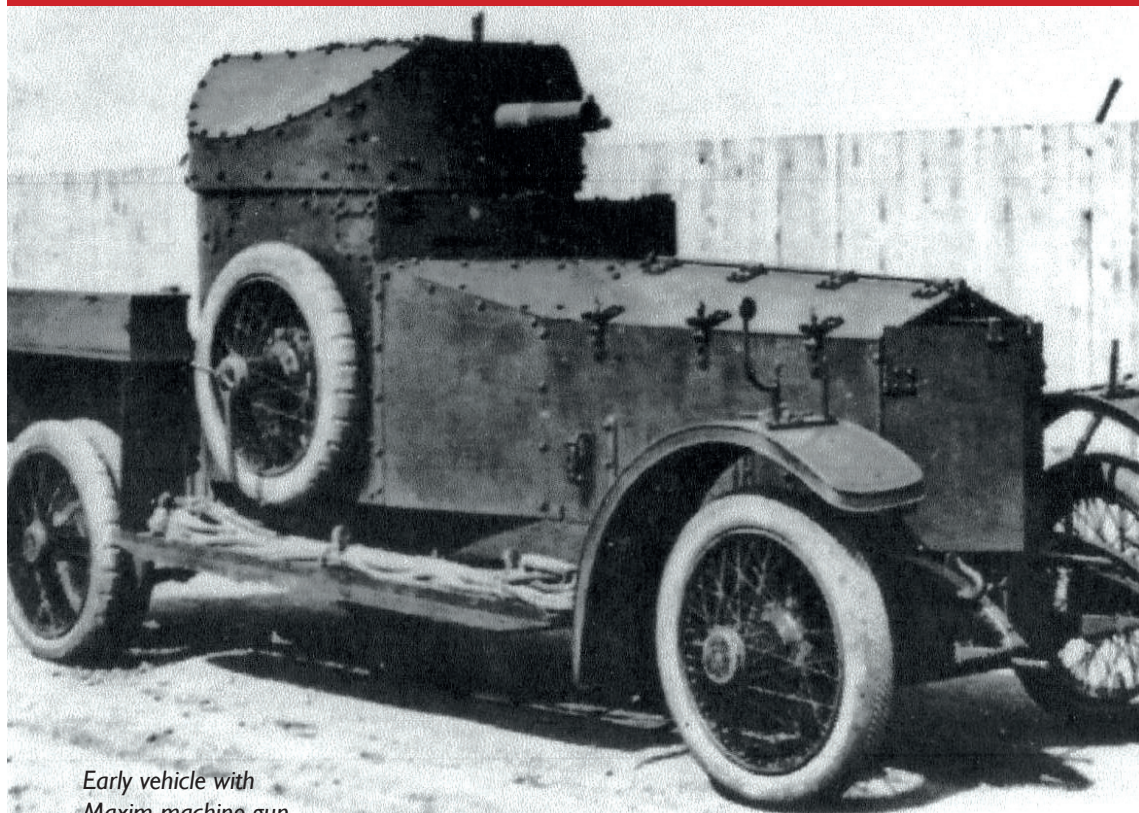


Bulletin

NOVEMBER 2014 – JANUARY 2015 ISSUE 182



Early vehicle with
Maxim machine gun

IAM
Herefordshire

developing safer drivers

THE MAGAZINE OF IAM HEREFORDSHIRE

IAM HEREFORDSHIRE, PROMOTING ROAD SAFETY IN HEREFORDSHIRE



Affiliated to the Institute of Advanced Motorists
Registered Charity No. 1049679

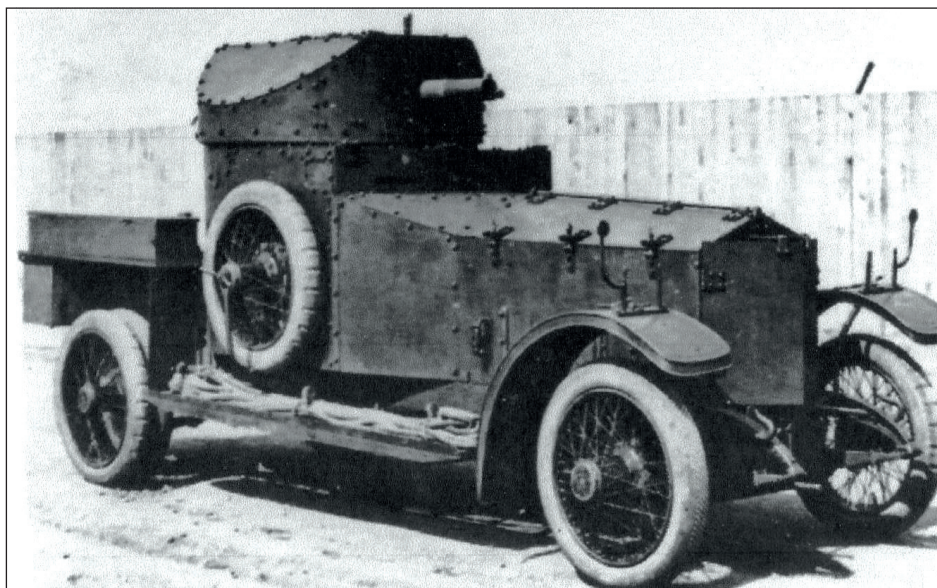
This magazine aims to be of interest and a form of communication to all of our members.

The opinions are those of individual contributors and do not necessarily represent the views of IAM Herefordshire nor Institute of Advanced Motorists. All material is copyright to IAM Herefordshire.

Contributions are welcomed on condition that they may be edited, and have the full identity of the contributor. Closing date for the next issue is December 31st 2014

The Bulletin team are most appreciative of a generous £100 donation towards production costs from a Member in Hereford. Thank you.

Front cover: Early vehicle with Maxim machine gun



WELCOME



Welcome to this November issue of The Bulletin. We remember 100 years since the outbreak of WW1 and the picture on the front cover may well be reminiscent for some.

Our new name and logo look very smart too! Glorious sunshine but rather chilly nights come after a long and somewhat hot dry spell, so check your vehicle is up to the task!

We are pleased to be newly associated with Bizzy Cars from Tenbury Wells who encourage their drivers to take the IAM Advanced Driving Test; see advert on back cover.

Congratulations to several new full members; there's a tale from Barbara on p11. An opportunity to book for the Skidpan Experience is outlined on p6. Kath our new Chairman makes an entrance on p6, and Liz our Treasurer explains some revised membership requirements on p8.

Our Chief Observer with his pride and joy are on p8, with an article intended to shock!

Useful up to date vehicle tax information from Algernon is on p15, and an article about The School Run on p12 should make everyone think! A loyal member recalls 50 years of Advanced Driving on p15.

I've added some regular contributions and mixed gently with a little humour.

So, with a favourite cuppa, sit down, relax ...and enjoy your magazine.

I trust you all have a good Christmas, and please be safe on the roads.

Best Wishes,

Mary

Editor

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Congratulations

RECENT IAM TEST PASSES

Associate

John Lewis
Laura Mansfield
Anthony Jones

From

Peterstow
Craswall
Ledbury

Observer

David Williams
Kath Watts
David Williams

F1RST GRADE PASS

Barbara Travers

Glasbury

Mary Bevan

At a recent Skill for Life course evening IAM Advanced Driving Certificates were kindly presented by Chairman Kath Watts and Chief Observer David Williams MBE

STOP PRESS: Recent successful Advanced Driving Tests

Associate

Leila Dawson
Pamela Moseley

From

Brampton Abbots
Middleton on the Hill

Observer

Stella Boyd-Carpenter
Mike Oliver/Peter Hodge

F1RST GRADE PASS

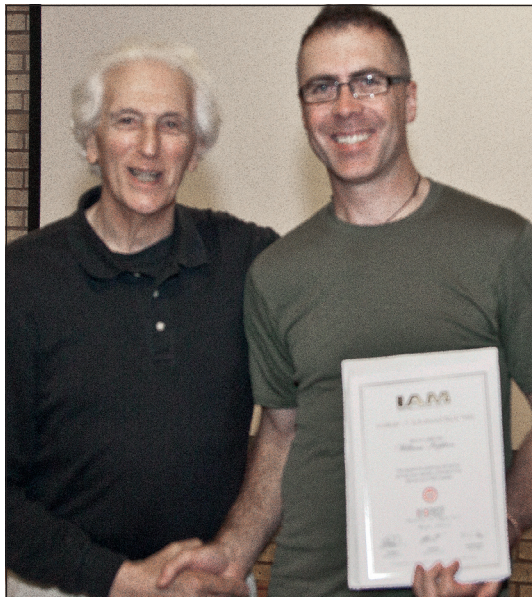
Ben Williams
Jeremy Brown

Hereford
Dilwyn

David Williams/Andrew Jenkins
Phil James

Presentation of certificates

Below left: William Hopkins; *Below, top right:* Laura Mansfield;
Below, bottom right : John Lewis



Observers at the Older Driver Day, September 2014



L to R: Stella Boyd-Carpenter, Kath Watts, Mary Bevan, David Williams, David Rose, Andrew Jenkins, Graham Edmunds & Iain Aird

Diary of Events

Road Safety Service at Hereford Cathedral

- Sunday 16th November at 3.30pm
- To remember victims of Road Traffic Collisions

Skill for Life Courses in 2015

- Confirmed dates for Course 1
- Much Birch Tuesdays: 24th February 3rd and 10th March
- Steen's Bridge Wednesdays: 25th February 4th and 11th March
- Contact David Williams MBE 01981 580382
- chief-observer@iam-herefordshire.org.uk

Older Driver Days in 2015

- Confirmed dates are:
- Friday 6th March in Ledbury
- Friday 31 July in Leominster
- Contact Stella Boyd-Carpenter 01432 840835
- secretary@iam-herefordshire.org.uk

The Skidpan Experience

Saturday 9th May 2015

Once again we are arranging an outing to the Skidpan at Castle Combe Racing Circuit! This is a great day out for all the family, even if they don't want to participate. Castle Combe is near Chippenham in Wiltshire and we can arrange lifts if necessary.

After a full briefing from an instructor, four people go in a car – on a somewhat slippery surface - at any one time and you can learn from others mistakes. A large figure of eight is the main course and gradually you are encouraged to increase the speed and hopefully control skids! (not always easy!). The second part of the course, again after instruction, is to aim at a cone (representing a person in the middle of the road!) – the instructor is in the car to make the car skid and you try and avoid hitting it!! Which is quite interesting! The cost per person is £85 if you wish to drive. Friends and family can watch for free from a small pavilion so it's suitable for everyone to come. This event may seem a long way ahead but we do have to book as the circuit is very popular. If you are interested please book now and contact:

Richard Oakeley: Telephone: 01989 750990 email: Richard.oakeley@btconnect.com
Or write to: Richard Oakeley, High Mead, Bromsash, Ross-on-Wye, HR9 7PL.

Editor's Note

Interested members can book for either morning or afternoon session.

Very interested members can book for both sessions. Please make all enquiries to Richard Oakeley, who will be pleased to give you payment details.



From the Chair

Dear Fellow Members,

July 1st saw me accept the challenge of taking on the Chairmanship of Herefordshire Advanced Motorists, following in the footsteps of David Williams, who is continuing in his role as Chief Observer and Masters Mentor.

David will be a hard act to follow, but I will do my best to keep up the reputation of the group that David, (and Mary Bevan before him) has built up.

There are new things afoot for the group, not least, a change of name and Logo.

The name 'IAM Herefordshire' shows, more clearly, our affiliation with the Institute of Advanced Motorists as well as including, more specifically, where we are. The strap line 'developing safer drivers' indicates we are not only training Advanced motorists (which

of course we do) but, hopefully, giving confidence to drivers who have, perhaps, not driven for some time, (and of course younger drivers).

As well as our name change there are other changes, from IAM, regarding the training of Observers, so David has a huge job ahead of him.

As a Group we must look to grow, and to this end we run four Skills for Life courses each year, each in two venues, if there are enough people for each course. The main venue is Much Birch Community Hall, just off the A49 between Hereford and Ross-on-Wye, the other is at Steens Bridge, on the A44 east of Leominster.

Happily there are an increasing number of younger people taking advantage of these courses.

In addition we have Older Driver Refresher Days in various venues throughout the county, usually in Leominster, Hereford, Ledbury and Ross-on-Wye. These are run for us by Tina Lawrence, a professional advanced driver/trainer, who leads the classroom sessions, while our own excellent team of Observers take out the attendees for a drive. These days are becoming ever more popular.

As members, we would like to encourage you to take advantage of a free Assessment Drive, so you can keep up to date with driving techniques and technology.

Although we are all Advanced Motorists we can, and do, develop bad habits, which, if addressed early, can make for smoother, safer driving.

Now, may I throw out a challenge to YOU?

To help us grow still further, perhaps you could all take up my challenge of introducing just ONE new person a year (it does not sound much, does it?) to our Skills for Life courses, Refresher Days or Public Assessment Drives so that, together, we can help to make our roads safer and drivers more confident.

At various times we need help with Promotional events, answering questions from the general public about our courses etc. If you could give an hour of your time, occasionally, it would be much appreciated.

Also, if you could help on Older Driver Refresher Days, especially in the kitchen, making teas and coffees and, dare I say it, washing up, that would be much appreciated too.

Please let me know if you would be able to help us in any way.

If you would like to get in touch with me regarding any of the above, please do not hesitate to do so.

Kind regards,

Kath

Notes from the Treasurer

It was agreed at the AGM in July 2014, to increase Member's Subscription to help cover increasing costs for the Group. This means that for the many who pay by Standing Order, will need to complete the new Standing Order Form which is inserted with this Bulletin and return it to me, at the address given on the Form. Then I will take the Form to the appropriate bank. You will also need to cancel the existing Standing Order, for I would not like you to pay twice. Subscriptions are due in Jan 2015, but can be paid in Dec 2014.

The new amounts are:

£15.00 for a sole Member

£17.50 for Joint Members, Bulletin sent to the same address.

I also ask you to give fairly full details in the Reference on the Standing Order Payment, e.g. E A Tallis, HR1, which would be suitable for me.

This is so I can identify exactly from whom the payment has come. I have found that e.g. Brown, or even only one initial with the surname, was not sufficient.

As the name of the Group was also changed at the same AGM, those who wish to pay by cheque, please make cheque payable to: IAM Herefordshire

I will be retaining two bank accounts, one with the old name, one and with the new, for a suitable period of time, but I would ask that you use the new one as soon as possible.

Gift Aid

Many of you have opted for Gift Aid, which means that the Group receives from HMRC an extra 25%, at no extra cost to yourself, and when I make a special Claim. This is provided you have completed and signed the Gift Aid Form, and have paid Tax to the amount of the Gift Aided contribution.

I am also inserting a new Gift Aid Form, which I would also like to be returned to me. I am required by HMRC to retain these. I am advised that the Forms, which I do hold, are valid for a short period, but it would still be beneficial if you can complete new ones.

E A Tallis
Treasurer
September 2014



Chief Observer

During my career, (when I was being paid to work!) I had first hand experience of the importance of good communication with the public as a means of influencing safety. However, I also learnt that the 'message' had to be constantly repeated and re-enlivened, if it was to continue to have the desired effect.

I've just been studying Department for Transport statistics. (I can just hear some of you saying "Oh! you poor, sad")

National road accident and casualty data was first collected in 1926. That year 4,986

died as a result of some 124,000 accidents and 134,000 were variously injured. In 1966, with 13.3m licensed vehicles on the road, there were 7,985 fatalities and 384,000 injured in 292,000 accidents. These were figures sufficiently severe as to shock the government of the day into doing something about it. Whilst measures were introduced for the safety of passengers, and then for pedestrians, safety campaigns also became a regular feature on TV.



Since that date, there has been a steady decline and by 2009, when the population was first recorded as over 60m and there were over 34m licensed vehicles, accidents had fallen to 164,000, with 2,222 killed and 222,000 injured. With updated data published this September, the overall downward trend continues.

But wait a minute! Before we start patting ourselves on the back, look at those figures again. Over 2,000 people killed; over 222,000 people injured. That's no cause for celebration! How many jumbo jet crashes does that equate too! How many train accidents? It is the drip feed that gives us this sense of everything getting better; and while it is better that the numbers are reducing, surely greater effort is needed to speed up that reduction.

The IAM and we, by association, are supposed to be lobbying for our roads to be safer. We are not alone. There are several other road safety charities and organisations, with similar aims. So why are we not achieving our aims? What are we not doing – or not doing enough of?

It is my belief that as long as we look at statistics in a cold, mathematical way and not at the impact in personal, social and economic terms, we will not motivate the public or our politicians to give this tragedy the attention it deserves.

Have you thought about what you might do?

David Williams
Chief Observer

Editor's Note

As David has pointed out the downward trend of collisions is encouraging but the following currently published figures remind us in no uncertain terms of the appalling waste of life.

- Fatalities on motorways increased by 14 per cent from 88 to 100
 - Vans and LGVs fatalities increased by 12 per cent from 33 to 37
 - Motorcycle fatalities on motorways increased by 250% from 4 to 14
 - Child pedestrian fatalities increased by 30 per cent from 20 to 26
 - Killed and serious injuries for all road users in deprived areas increased by 5%
- [Stats from IAM Press office September 2014]

As an advanced driver you know how education in the form of driver training improves the chances of not being involved in a road collision.

To reiterate Kath's words, if you have not had a check on your own driving recently please take advantage of the free member assessments offered to you by us, your local IAM group.

Be as good as you can be. And make it your aim to encourage your nearest and dearest to be interested in improving their driving ability.

Local IAM Group Contact is Kath Watts 01981 540382

Recipe for traffic lights

Unfilled biscuits will keep for weeks in an airtight tin

Makes 12

Biscuit Ingredients

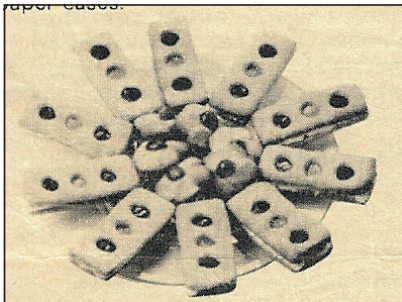
4oz Butter,
4oz caster sugar,
1 large egg,
8 ozs SR flour,
few drops Vanilla Essence,
1 teasp. Milk.
Plus caster sugar for dredging.

Butter icing

4ozs icing sugar,
2oz butter
a few drops Vanilla Essence

Filling

1 rounded tablespoon each of
Strawberry jam, Apricot jam &
Greengage jam with few drops of
green colouring.



Method:

Cream butter & sugar together until light & fluffy. Continue beating & add the lightly beaten egg. Sift flour into mixture with vanilla essence & milk.

Knead lightly & roll out to 12x12 inches. Cut into 3x4inch strips, then each strip into 8x 4x1inch, making 24 rectangles. From 12 rectangles and using a ½ inch round cutter, cut 3 circles from each piece. Place all rectangles on a greased baking tray & bake in a hot oven

[220C conventional, 400F] for 10-15 mins or until evenly browned. Transfer to cooling rack & dredge with caster sugar.

When cold, spread the whole biscuits with butter icing, then spread the top with strawberry jam, the middle with apricot jam & the bottom with greengage jam [made greener with the green food colouring]. Cover with cut out biscuits to form 'Traffic Lights'

NB: No need to waste the 'cutouts, stick them together into clusters, top with a cherry & bake.

X-PERIENCES of an Associate!

Now a full member of IAM, Barbara tells her tale!



This dream began forty years ago in Cheltenham hearing a social worker say she was thrilled to have passed her IAM test. I don't like failure so I left the dream of taking the IAM driving test tucked away. Late last year whilst talking to a friend who had just passed her IAM test, she explained about the help and support she had received from Herefordshire Advanced Motorists and gave me contact details. The introductory letter from the group was friendly and informative. I enrolled and was impressed with the Manual.

Three classroom lessons set the tone and made it clear how little some of us knew about the law and road signs. I thought I was a good driver but quickly found I had lots to learn. Everyone was friendly and supportive. An Observer was allocated to me, and then came the first of many drives. No criticism, just advice on how to do things better. Most importantly I was told why it was better.

Meeting many hazards consolidated the advice. Perhaps the best advice was "Slow down, down, down" when approaching a hazard and try to avoid stopping; this is now really embedded.

I live on the Welsh borders, so some drives took me into the lower Welsh hills where the locals wear white, woolly coats and demonstrate their complete disregard for kerb drill. After several good drives and the occasional less good one came a reproachful "I know you know how to do better" from my Observer.

The aim was for me to drive a little above the 'test ready' standard required for the test, as a contingency for a 'rainy day'. We discussed the test. I wasn't keen to be judged but knew I really had to face up to it. On my last drive I coped well with something and saw my Observer raise both hands with thumbs uppermost. I thought, "Oh good" and then realised that I was being reminded to keep my thumbs up. Many new things are embedded in my driving but there is more I need to work on.

I met my examiner in Brecon on a fine, dry day. He was friendly and relaxed, talked a little as I drove and asked the occasional question about road signs, road surfaces and hatchings. When I identified hazard lines he asked what they meant; also asked if I understood what a limit point was.

Afterwards, he said it was the best drive he had had with an Associate and that he had been looking to see if I was using the System; something he always looked for. Then asked what I felt I had learnt. I told him I had learnt so much but the one thing that really resonated was "Slow down" when approaching a hazard even changing down to second or first gear to try to avoid stopping. He approved and confirmed that it reduces stress on the car and saves fuel.

I drove home feeling quietly satisfied that I had succeeded in something special and I'm developing a skill which is important in everyday life.

Thank you Herefordshire Advanced Motorists and especially my Observer.

Editor's Note

Very well done, Barbara, for gaining a F1RST

Natter Matters

I was driving this morning when I saw an RAC van parked up. The driver was sobbing uncontrollably and looked very miserable. I thought to myself that guy's heading for a breakdown.

A mate of mine recently admitted to being addicted to brake fluid. When I quizzed him on it he reckoned he could stop any time....

The School Run



Really important for drivers at this time of year is to be aware of distracted youngsters on their way to and from school, especially in difficult weather conditions, which will significantly increase the risk of being a casualty. Fog is a major hazard.

**DO YOU DO THE SCHOOL RUN? THINK!
ABOUT THE DAY OF THE WEEK! ABOUT THE TIME OF THE DAY!**

Every year the risk of an RTC [Road Traffic Collision] becomes significantly greater as the school run brings with it a 20 per cent growth in rush hour traffic.

Don't compromise your concentration and the safety of others by being in a hurry.

Leave the house five minutes earlier to avoid feeling rushed.

Take extra care to compensate for the fact that children won't always be paying attention, especially when approaching the school gate.

Never stop on the yellow "zig zags" by the school gate, and always ensure you let your passengers out on the pavement side.

Roads surrounding schools are usually 20 mph; it's essential that you slow down and keep an eye out for children, and those emerging from between parked cars to cross the road

Young children are less likely to understand the dangers of the road outside their school grounds – bear this in mind when driving nearby and keep your eyes peeled for children wandering into the road alone.

If your children are walking to school on their own, encourage them to always use the pedestrian crossing if there is one; and the 'Lollipop' Crossing Patrol.

The IAM urges drivers to be more vigilant in rural or remote areas, as the findings showed 70% child casualties were injured on sections of road not at or near a pedestrian crossing.

An existing report by the Parliamentary Advisory Council for Transport Safety (PACTS) identified children as being more likely to be injured as pedestrians on weekdays at morning and afternoon school times. A peak in casualties between 7 and 9am (15% in this period), and between 3 and 5pm (nearly 23% in this period) when under 16's are more likely to be distracted by playing with their friends, and using their mobiles – making these more crucial times for drivers to be aware of young pedestrians. It also found the age at which pedestrians are most at risk is 12 years old.

THINK! ABOUT THE DAY OF THE WEEK! ABOUT THE TIME OF THE DAY!

This article includes statistics and advice from IAM Press Office.

Acknowledgement to Neil Greig, IAM Director of Policy and Research

Sat Nav

I have a little Satnav, it sits there in my car.

A Satnav is a driver's friend, it tells you where you are.

I have a little Satnav, I've had it all my life.

It's better than the normal ones; my Satnav is called a wife.

It gives me full instructions, especially how to drive

"It's sixty miles an hour", it says, "You're doing sixty five"

It tells me when to stop and start, and when to use the brake

And tells me that it's never ever, safe to overtake.

It tells me when a light is red, and when it goes to green
It seems to know instinctively, just when to intervene

It lists the vehicles just in front, and all those to the rear
And taking this into account, it specifies my gear

I'm sure no other driver, has so helpful a device
For when we leave and lock the car, it still gives its advice

It fills me up with counselling, each journey's pretty fraught
So why don't I exchange it, and get a quieter sort?

Ah well, you see, it cleans the house, makes sure I'm properly fed
It washes all my shirts and things, and keeps me warm in bed!

Despite all these advantages, and my tendency to scoff
I only wish that now and then, I could turn the damn thing off.

*Although this is attributed to PAM AYRES, the Author is Unknown
Thank you to a member from Kings Thorn, Hereford for sending this in*

No Motoring Smiles?

By Harmony Miles

Our resident agony aunt, Harmony, will again attempt to answer a motoring question. If you have a problem that you think Harmony can help with, just send her a letter via the Editor.

Dear Harmony

Why should I reverse park in my drive? My friend is on a Skill for Life course and says I ought to, as it's much safer and easier to drive out forwards!

In a hurry from Bodenham

Dear In hurry from Bodenham

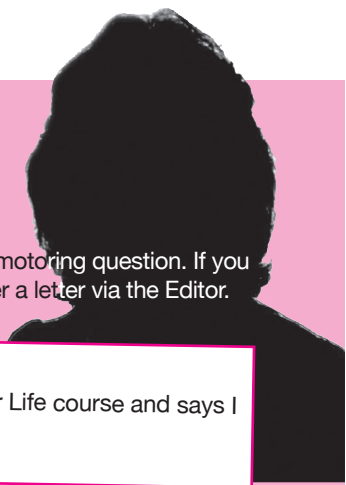
Your friend is quite right; it is safer and easier because you can see other vehicles and pedestrians more easily in the direction you are driving. Always aim to drive forward out of your drive, having spotted a gap in the traffic. This way you won't risk being a hazard for other drivers to avoid, slow, stop or change direction for. It is more economical too, because a vehicle uses less fuel to drive forwards, especially with a cold engine on a cold morning.

More vehicle sympathy = Less wear and tear.

The other day, I managed a very tricky reverse park against the wall in West Street carpark, Hereford. Great! I was lucky to find that space!
Feeling rather pleased with myself, I turned off the engine and reached for my parcel for posting!

Best wishes

Harmony





ALGERNON SAYS

Do you know about the vehicle tax changes from 1st October 2014?

From this date you will not have to display a vehicle tax disc in, or on your vehicle, as they will no longer be issued by DVLA. However, you will still need to buy vehicle tax to use or keep your vehicle on the road. Thankfully, you will still receive a reminder from DVLA. Payment methods remain the same, with the addition of being able to pay by continuous direct debit so long as there is a valid Insurance/MOT for the vehicle. Another major change is that the vehicle tax can no longer be transferred with the vehicle if you sell it – often an added incentive for the purchaser. From 1st October when you sell a vehicle and notify the DVLA, you will automatically receive a refund for any full months remaining on that vehicle. In future, the purchaser will always have to buy a new vehicle tax for their new or used vehicle.

The direct debit scheme will no doubt be a welcome addition for some people, giving them peace of mind that they will never be using an untaxed vehicle.

From the 1st October, also expect to see more mobile Automatic Number Plate Recognition (ANPR) cameras set up at the side of the road by the DVLA, so don't get caught out by forgetting to tax your vehicle once the windscreen reminder is 'no more'! For more information go to <https://www.gov.uk/government/news/vehicle-tax-changes>

Top Tip

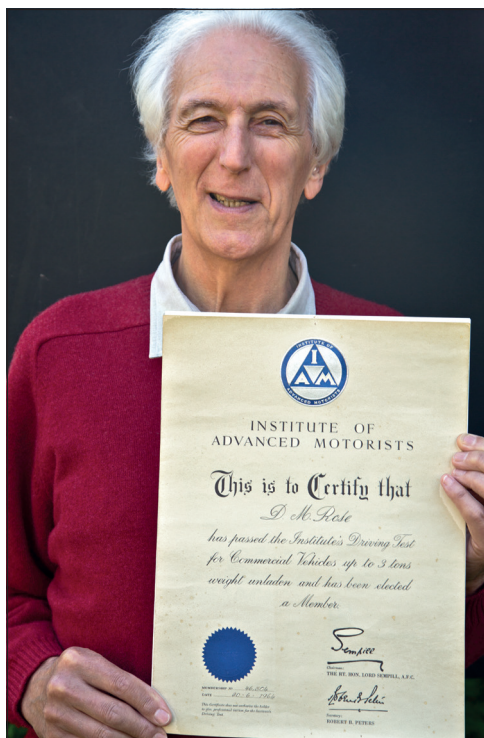
Notice that your lights and indicators are working properly when they shine on a reflective surface, like a shop window or painted garage door.



50 Golden Years of Driving

It all started in 1964 when I wanted to prove to my Dad that I was a competent driver. My first IAM test was 'Commercial' [a blue IAM badge] and taken at Crystal Palace in a Hillman Husky van. I learned to double-declutch; synchromesh was yet to become the norm.

In 1989 my son passed his driving test, but he concerned me. He drove constantly to the limit, his only safety margin being his reaction time. As a passenger this was very uncomfortable. I contacted the Hereford IAM group, and we enrolled on a course. I went to support my son as I was Dad and knew it all. I was about to learn what a mistake that was!



My Observer was Glyn Price, a professional coach driver, who helped me pass my IAM car test; my son passed too, followed by my wife and daughter, not to be outdone by the boys! During lunch breaks I visited Ted Probert, Chief Observer. Enthusiastic for the IAM he encouraged me to attend local meetings. I soon qualified as an Observer.

Reg Gough, previously with the Metropolitan Police at Hendon, presented the course with Paul Cox an ADI [who God bless him is no longer with us]. Without PowerPoint or computers; Paul would do part of the course sitting in his 'Batmobile,' a wooden construction of steering wheel, handbrake & gear stick, explaining how to use them correctly.

I presented on Roundabouts; as demanding today, with more traffic to contend with.

In those days we met at the Teachers Training College, now Royal National College for the Blind. The five-week course was followed by pre-booked tests a few weeks later.

At training sessions, a Senior Observer allocated three or four of us per car; to be assessed by each other on our driving and observing.

Reg organised trips to Hendon Police Driving School and New Scotland Yard. Reg is a friend I owe a great deal to and I am pleased to say we are still in touch.

Debbie Winfield, a police driving instructor at Hindlip Hall, was Chief Observer. On a one to one, Debbie helped me achieve a more advanced level and for that I shall be eternally grateful to her.

When Roadcraft was revised, Debbie invited some Observers to spend a day in the classroom with trainee police drivers and go with patrols on the Motorway, an exhilarating experience whizzing past vehicles in lane 1 & 2 at 130mph with blues and twos going.

In the Chair I tried to emulate previous Chairman Reg Gough and John Moxham. I also helped Brian Bevan when he was Chief Observer, 'as if he needed any help!'

With the support of the group I passed the Minibus and Caravan & Towing Tests.

Penny Shetliffe and I produced the Bulletin for a time using an Amstrad PCW. With an interest in photography I designed the groups Bull Logo. The late Robin Smithett, Editor; acknowledged by IAM with a much-deserved award was a dear friend who I sorely miss. Now Mary has taken on the task and is doing the job brilliantly.

Then serious health problems kept me from observing for several years and my driving standards dropped.

On my return David Williams was Chairman. His leadership skills gave the group a tremendous lift and I have benefited from the warmth of his encouragement.

I keep learning; with an Associate or at a group meeting, I gain more driving

knowledge. I've had the privilege to help numerous Associates pass the test. I've learned that it's not just our driving ability that benefits our Associates, but the way we communicate and deliver the complicated and demanding information, into easily digestible and enjoyable drives. To help maintain the advanced standard I would like to see mandatory retests.

The years have flown, but I'm not retiring yet and recently passed another advanced test. Thank you IAM, especially for the honour showed at the AGM when the local group awarded me the IAM 50th Anniversary Shield.

The biggest thank you is to all the good friends I have made over the years and the kindness I have received from the Committee who work so hard.

David Rose

Competition

One winner will be drawn from all the correct entries. Please send completed crossword [or scanned copy] to Mary Bevan, Cedrwydden, Park Avenue, Talgarth. Brecon LD3 0AR marybevan@dsl.pipex.com

The winner will be announced in Issue 183

Unfortunately there were no entries for the slogan competition in the last issue!

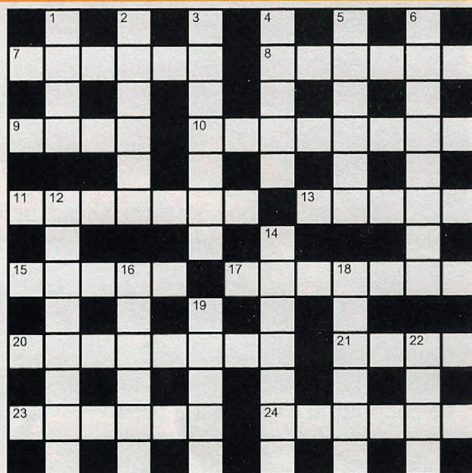
CROSSWORD PUZZLE

Across

- 7 Produce a film a second time around (6)
- 8 Person we all want to know (6)
- 9 Person we want to avoid (4)
- 10 Useful for stamp collecting or for thorns (8)
- 11 ARMCO (7)
- 13 Eskimo boat (5)
- 15 Avoid capture (5)
- 17 Not as light (7)
- 20 What they do on Eastenders (8)
- 21 Average (2-2)
- 23 Remove (6)
- 24 Rosy (6)

Down

- 1 Find the right one from set of five (4)
- 2 Red signs indicate this (6)
- 3 Major factor in determining speed (7)
- 4 Small island (5)
- 5 An Italian square - but sounds like round food (6)
- 6 Pass on the right (8)
- 12 Type of motorist you are (hopefully) (8)
- 14 Give evidence (7)
- 16 Someone who is trying to lose weight (6)
- 18 Improved by cleaning the windscreen (6)



And finally...

Automatic Reaction!

A husband went to the police station to report that his wife was missing.

Husband: My wife is missing; she went shopping this morning and hasn't come back yet.

Inspector: Can you describe her ... What is her height?

Husband: No idea.

Inspector: Slim or healthy?

Husband: Not slim, so probably healthy.

Inspector: Colour of her eyes?

Husband: Never really noticed.

Inspector: Colour of her hair?

Husband: Changes according to season.

Inspector: What was she wearing?

Husband: Not sure. Possibly a dress or maybe trousers and a top?

Inspector: Was she driving?

Husband: Yes.

Inspector: What type of car and what colour was it?

Husband: A silver Audi A8 with a 4.2 litre V8 TDI engine generating 321 horsepower teamed with a 6 speed tiptronic automatic transmission with manual mode. It has full adaptive LED headlights, which use light emitting diodes for all light functions. It has a very thin scratch on the front left door.

At this point, the husband starts crying.

Inspector: Don't worry sir. We'll find your car.

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