

BENGRY MOTORS

Southern Avenue, Leominster,
Herefordshire HR6 0QF




Fax. 01568 614329



www.bengrymotors.co.uk

■ New & Used Car & Van Sales

■ We Buy Cars for Cash

■ Competitive Car Hire 

■ Service, MOT & Repairs all
Makes & Models



Authorised Peugeot Repairer
and Parts Distributor



Tel: 01568 612337

Autumn Magazine

IAM
Herefordshire



Safer driving in Autumn

photo with acknowledgement to TheAA

Autumn Issue 185: September 2015

Autumn is when things get tricky . . .

One of the most beautiful times of year in Herefordshire, yet teeming with hidden hazards. Leaves on the road covering road markings, potholes and, after rain, causing slippery road surfaces

See page 4 and elsewhere throughout the Magazine and on our website www.iam-herefordshire.org.uk where you will find helpful seasonal and techniques.

In addition, you will find several articles of interest to forward-looking drivers, including:-

- latest innovations at **Jaguar Land Rover** and **Michelin**
- other advanced vehicle technology
- Regulation changes - and more . . .

You can also download your copies of the Magazine from our website.

To be sure of getting your copy of the Winter issue earlier, **email us at news@iam-herefordshire.org.uk** and we'll put you on our confidential priority address list.

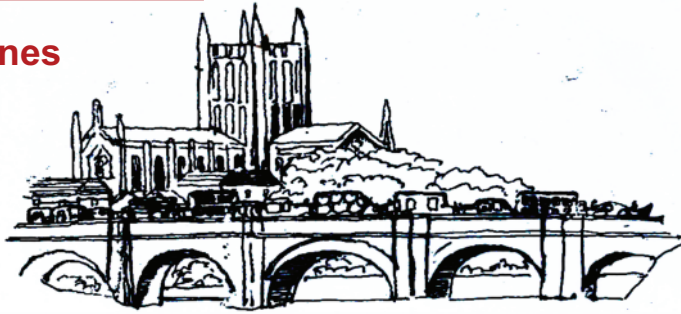
Meanwhile, drive safely . . .

Herefordshire Headlines	2
Driving Horizons	3
Safer Driving in Autumn	4
Members' Awards 2015	5
Advanced Vehicle Technology	6/7
Safer Driving Refresher Days	8
What's on the road ahead?	9
Members' News and Views	10
Driving in a changing world	11/12
What's in the boot?	13
Thanks & acknowledgments	14
Who's who at IAM Herefordshire?	15

Herefordshire headlines



Kath Watts
Chairman



The last year has been a time of change for both the **IAM** and for our Group in particular.

IAM has seen the appointment of a new Chief Executive, **Sarah Sillars**, who joins them after a successful career in the motor industry.

Mike Lovelock, our long-time and well-respected Staff Examiner, has retired and been replaced by a full-time Quality Standards Manager, **Pete Doherty**. Mike has always been most helpful to our Group and we very much appreciate all he has done for us. Mike has accepted the honorary post of President of the Regional Forum and we congratulate him on his appointment.

Herefordshire Advanced Motorists has undergone change, too.

In line with the implementation of the decision made at last year's AGM, we changed our name to **IAM Herefordshire**, as a consequence of which there has been a great deal of work "behind the scenes" for our **Treasurer**, setting up new bank accounts and our friends, **Dorothy and Mike Warnock** with the help of members of the Committee, particularly **Stella**, who have overseen the changes to all the stationery we use, together with signage and, with **Bruce Foster**, a new look Magazine, Newsletter and Website.

Whilst our main emphasis remains the mentoring of the public to achieve Advanced Driver standard, we have continued our successful Refresher Days, particularly for older drivers, with the help of our very good friend **Tina Lawrence**.

Unfortunately, we had a disappointing lack of response when we put on two Sunday mornings for younger drivers.

Last Autumn, we had our Annual Dinner for members and Stella, with the help of Richard Oakeley, organised another successful Skid Pan Day at Castle Coombe.

Whilst most members of the Committee are willing to continue in their role, sadly three members are standing down:-

Liz Tallis has done a sterling job over several years as our Treasurer, but now finds that requests on her time have multiplied. Liz has agreed to remain as Treasurer until a replacement can be found.

Mary Bevan has served our Group in several capacities over many years, most notably as Chairman during a critical period of the Group's history and as Editor of the Bulletin on the sadly unexpected death of Robin Smithett. Hopefully, Mary will be able to resume soon her role as a much-valued Observer.

John Tallis has been Membership Secretary for the last twelve months, but has had to reconsider how much further he can spread his talents.

I would like to thank, most sincerely, the retiring members of the Committee for all their very valuable work within **IAM Herefordshire** and wish them well in the future.

Also, my sincere thanks to the **Trustee Board** and **Committee**, who are a dedicated bunch (especially **Stella**, an essential cog at the centre of our Group, without whom I could not work and **David Williams**, our Chief Observer, who keeps us all on the "straight and narrow", technically), both putting in a lot of working hours for the benefit of the group and, last but not least, to all those who are willing to help at the various "Safer Driver" events.

If you would like to help, too, please ring me on **01981 540382** or email chairman@iam-herefordshire.org.uk



Committee: 2015/16

President

Maj. Gen. Ted Willmott, CB, OBE

Chairman & Group Contact
01981 540382

Kath Watts
chairman@iam-herefordshire.org.uk

Chief Observer
01981 580382

David Williams, MBE
chief-observer@iam-herefordshire.org.uk

Group Secretary
01432 840539

Stella Boyd-Carpenter
secretary@iam-herefordshire.org.uk

Group Treasurer
01432 890720

Liz Tallis
treasurer@iam-herefordshire.org.uk

Membership Secretary
01981 540006

Alan Eastough
members@iam-herefordshire.org.uk

Events & Communications team

Events Coordinator
01989 750990

Richard Oakeley
events@iam-herefordshire.org.uk

Publicity
01981 540698

Mike Leigh
safer-drivers@iam-herefordshire.org.uk

"Safer Driver" Refresher Days
01432 840539

Stella Boyd-Carpenter
secretary@iam-herefordshire.org.uk

News Editor
01544 319103

Bruce Foster
news@iam-herefordshire.org.uk

Marketing
01531 640540

Mike Warnock
marketing@iam-herefordshire.org.uk

IAM Herefordshire is a not-for-profit charity, dedicated to developing safer drivers of all ages. Affiliated to the **IAM** and accredited to **IAM Advanced Driving standard**, we provide practical support, technical advice, in-car guidance and on-going skills training as a voluntary service to the community.

Registered Charity No. 1049679.

Enquiries safer-drivers@iam-herefordshire.org.uk
Website www.iam-herefordshire.org.uk

Who's who?



Our thanks and acknowledgements

To our advertisers

Our thanks to **Bengry Motors** who have donated another whole page for this issue - and demonstrated safety features of their cars at our **Refresher Day for Older Drivers, Leominster, on 3 August**

They invited us to join in their “**Summer Party**” on Saturday, 15 August. A great day, in which David Williams was interviewed on **Sunshine Radio** and there was also a display of Classic Cars.

Bengry are exhibiting at **Leominster Museum**, until 31 October, celebrating their 60 years’ history and the rallying prowess of Bill Bengry. Admission is free, from 10am-4pm, Monday to Friday (10am to 1pm on Saturdays)

Details from Sarah Melia on 01568 612337.

Thanks also to **Bizzycars** for their continued advertising support.

Bizzy Cars
Est. over 25 years

Chauffeur Service at Taxi Prices

- Airport and Long-distance Specialist
- All UK destinations (sorry, no local journeys)
- Drivers trained by **IAM Herefordshire**
- Modern, well-maintained fleet
- Satellite-tracked vehicles
- 1-16 passengers
- All bookings confirmed
- 24/7 passenger support

CALL NOW!
01432-7-01432
for a no-obligation quotation
www.bizzycars.co.uk



Our thanks also to **Jaguar Land Rover** for their insight into their advanced technology (see their article on pages 6 & 7). We look forward to continuing this theme in our next issue. We are obliged too, to **Michelin**, for their article on tyre technology (page 12)



Driver First Assist
Working in partnership to save lives

David Higginbottom of **Driver First Assist**, our Guest speaker at the AGM, who gave a graphic demonstration of the value of DFA’s work in saving victims’ lives in the critical minutes before the Emergency Services arrive at the scene of an accident being congratulated upon his presentation by David Williams, Chief Observer.



Finally, of course, thanks to our Members and Associates, whose progress as safer drivers makes it all so worthwhile.

We would welcome your comments about our Website and Quarterly Magazine

- Is the content interesting and useful?
- What other driving-related topics would you like us to include?
- Would it be easier for you to download the Magazine from our website?

Let Bruce Foster know your points of view. Ring him on 01544 319103 or email your stories or points of view to him at news@iam-herefordshire.org.uk.



Over recent decades, vehicle development has been driven by the need for fuel economy and decreasing harmful emissions. Both petrol and diesel engines have become much more efficient and further advances will no doubt follow. We have seen the introduction of the hybrid in almost all suppliers’ ranges, now at more affordable prices. The electric car, once seen as only a city run about is about to become a more serious possibility, with improved batteries being capable of greatly increased range, up to several hundred miles, but the limitation is the number of available charging stations.

The latest newcomer to the economy/emission battle is the hydrogen-powered fuel cell where the only bi-product is water. The “Daily Mail” reported that Toyota will be introducing a 4-door saloon called Mirai, said to be capable of 111mph and 0-62 in 9.6 seconds, with a range of 300 miles - so this is a “proper” car. Honda will enter the market next year with Ford and Nissan said to be exploring the technology. New technology usually comes with some drawbacks and the use of hydrogen is no exception, because the production process is not particularly environment-friendly. The problem of finding hydrogen filling stations is difficult, because there are only 12 in England at the moment, although the Government has promised £11 million to provide a further 15 in the South East. In the United States, California is providing a subsidy of £8000 for those buying hydrogen cars whilst, in Japan, the Government is offering a subsidy of £17,000 in a drive to get 6000 hydrogen cars on the road by 2020. So the market is building and no manufacturer can afford to ignore it.

This technology is not confined to four wheels, as we have seen electric motor cycles competing in the Isle of Man TT races for several years and Harley Davidson are expected to introduce a battery-powered bike next year. Unfortunately, none of this technology is contributing to car safety; in fact, a safety hazard has been identified.

These vehicles are so quiet that they can cause concern for the safety of pedestrians, especially the deaf and partially-sighted. The industry is now considering ways of generating a false noise to make people aware of oncoming electric vehicles!

Driving Horizons



David Williams
Chief Observer

Kath Watts, our Chairman, referred to the driverless car in the Summer issue. The development of the autonomous car aims to eliminate bad driving which is said to be the cause of 90% of road accidents. According to the Daily Telegraph, industry experts say that the technology is developing so fast that road accidents caused by human error will be almost eliminated within five years; very difficult to imagine it can happen so quickly, though the Government have pledged £20million to collaborative research and development into self-driving vehicles.

Predictions by consultants KPMG say that, by 2030, self-driving vehicles will save 2500 lives and prevent 25,000 serious accidents. The outcome could be that drivers of these vehicles might not be responsible for accidents and the onus will fall on the vehicle manufacturers, so the cost of insurance policies could decrease significantly.

The British Insurance Brokers Association predict that within five years 90% of cars owned in Britain will be fitted with smart technology.

When that happens, as there will be many years when there will be a mix of driven and smart cars on the roads, how will the blame for an accident involving a driverless and a manually driven car be resolved?

Whilst no one can be sure how long this technology will take to achieve the truly driverless car for the volume market it is certainly going to happen, so it is important for us to anticipate how **IAM Herefordshire** can remain relevant to safer driving as the driverless age advances.

There is no doubt that the **IAM**, too, will be giving some thought to their strategy as technology becomes more and more influential to road safety.

Safer driving in Autumn

Autumn brings unpredictable conditions, dazzling sunshine and possibly the first ice and fog. Leaves on the road will create slippery surfaces and obscure road marking, potholes and other hazards.

Don't get caught out by the seasonal change in driving conditions . . .

These tips from **IAM**, **AA** and **RAC** will help:-

- Ensure that your windscreen remains clean inside and out and check that your wiper blades are in good condition.
 - Sun entering a car through its rear window can dazzle drivers in their interior mirror. Keeping them dipped when light is too intense can help to avoid potential hazards. Look over your shoulder to see vehicles in your blind spots.
 - If intense sunlight is making it difficult to see, motorists should kill their speed. Driving slower will offer more time to react if a sudden burst of too much light causes you to see something late.
 - Direct eye contact with the sun is not advisable. This will limit what a driver can see on the road and cause blurry and hazy vision. Motorists experiencing these symptoms should pull up and take a break until they can see clearly again. You will need your sun glasses, so be sure they are unscratched and clean. Be aware that, if you are driving with the sun behind you approaching vehicles might be dazzled. If you are dazzled and cannot see properly, then slow down immediately and stop if necessary.
 - Headlights should be switched on when driving just before sunset or shortly after sunrise. Keeping them on until the light level is at its highest helps increase a vehicle's visibility to other road users
 - Lower temperatures will find out ailing batteries, so it's best to check now rather than get stranded.
 - Your connection with safety and the road is through your tyres, so make sure you have at least 3mm of tread.
- The legal limit is 1.6mm but more is safer for bad weather driving.
 - Michelin are soon to launch a new tyre called the Cross Climate, featuring a new tread pattern making switching tyres between winter and summer unnecessary. This tyre is said to be particularly relevant to the UK climate. See more about this on page 12.
 - Check your coolant fluid and use good quality anti-freeze as recommended in your handbook. Mixing fluids can cause engine damage. Remember that anti-freeze is multi-functional and is vital to the correct operation of the engine.
 - Windy weather: Sharp bends can be particularly tricky to navigate when windy, and drivers should slow down and watch out for large tree branches or other obstructions before taking a corner.
 - Motorists driving in strong winds should also keep a close eye on other vehicles, as gusts can potentially blow motorbikes or lorries across lanes.
 - Those driving on motorways are being advised to hold on firmly to the steering wheel, and to prepare for strong winds when they overtake a lorry or bus.
 - Strong winds can hit drivers when they cross bridges or drive along roads lined with rows of trees or houses. Motorists should always keep a safe distance between themselves and other vehicles in case they get blown from side to side.
 - Park away from trees, because debris and branches can come down in strong winds. Make sure you have applied the handbrake fully before leaving the car, because wind can make parked cars shudder.
 - Plan your trip carefully and avoid narrow lanes which could easily get blocked if a tree falls over.
 - Flooding: The Met Office says that drivers should brace themselves for a wetter-than-average winter. Autumn is ending on a suitably damp note with substantial rainfall spreading across South-West England and Wales.



Look under the bonnet!

Western Daily Press highlighted the top misconceptions made by drivers during a recent survey by car retailer **Evans Halshaw**:-

"Britain's drivers are stuck in reverse when it comes to the basics of motoring", a new study has revealed. Whether it's the rules of the road or the fundamentals of maintenance, a survey of 2,000 UK drivers has highlighted a host of car clangers.

Motorists' misconceptions included:

- The driver who thought you couldn't drive on the motorway until you were 30 years of age.
- The woman who complained her car was using too much fuel on the motorway, not realising that she had been driving in second gear for 100 miles.
- The self-confessed "dizzy blonde" who thought she had an expanding petrol tank because her fuel bill was rising.
- Other common faux pas were putting screen wash in the oil tank, mistaking air freshener for de-icer and driving the wrong way up a one-way street.
- One in four people has admitted filling up their tank with the wrong fuel.

The poll revealed that 15% of motorists have no idea how to open their car bonnet and one in four ignores any warning lights on the dashboard - because they don't know what any of them mean.

One respondent thought their tyre pressure needed attention because the warning light was flashing when, in fact, they had been driving with the handbrake on.

What's in the boot?

The study also revealed that 21% of people couldn't name what side their petrol cap was and, disturbingly, nearly one in ten UK drivers didn't know that they had to inflate their tyres with air.

Another one in twenty were oblivious that you had to fill up the screen wash and a third of motorists regularly drive around a roundabout at least twice because they get lost".

A spokesman for Evans Halshaw said: "The longer you have been driving, the easier it is to forget basic rules and many drivers do become complacent over time.

Not every car is exactly the same, so it's important to know the basics before driving any vehicle. And when you purchase a new car, you should take time to familiarise yourself with the controls and warning lights.

For those unfamiliar with the maintenance basics, Evans Halshaw offer a 40-point Vehicle Health Check and a "Hands On Help" range of films, showing those with a little more technical know-how some 'how to' guides on basic car maintenance."

Our point in quoting this is that these are road users who share the same bit of tarmac as you.

So, take extra care to keep your driving skills, attitude and concentration consistently high and up to date.

**Remember to book your FREE
3-year assessment drive**



Advanced Tyre Technology

Drivers have been reluctant to change tyres between seasons due to the costs and inconvenience of keeping two sets of wheels. This has been addressed by **Michelin** who have introduced a new tyre, called the **CrossClimate**. This is the fusion of summer and winter tyre technologies which, until now, were thought to be incompatible.

The new CrossClimate delivers safety with simplicity and economy. The motorist can drive throughout the year, regardless of weather variations, with just one set of tyres.

The CrossClimate is innovative as it adapts to different climatic situations. It is the only tyre which combines the advantages of summer tyres and winter tyres.

- It brakes in short distances on dry ground.
- It has the highest European label rating of "A" for wet braking.
- It is certified for winter use, identifiable by the 3PMSF (3-Peak Mountain Snow Flake) symbol on the sidewall of the tyre. This means it can even be used in countries where fitting winter tyres is a legal requirement.

The CrossClimate sets new benchmarks by combining three technologies:

1. An innovative tread compound Firstly the tread area is extremely supple and increases the ability of the compound to adhere to the slightest roughness of the road surface under all conditions (dry, wet, and snow) Secondly, a new material beneath the tread optimises the energy efficiency of the tyre by reducing heat generation.

Michelin's engineers have reduced this heat build-up by introducing the latest-generation silica into the rubber mix – thus improving the fuel efficiency of the CrossClimate.



2. The combination of a unique V-tread pattern with new 3D interlocking sipes (Grooves and Channels) This unique V-tread pattern, with an evolutionary angle, optimises grip on snow:

- Laterally, due to the angle of the central area of the tread
- Longitudinally, due to the angle being more flared in the shoulder areas

3. New self-blocking 3d sipes The V tread pattern is combined with new self-blocking 3D sipes – ultra-wavy, varying in thickness and with complex geometry, these full depth sipes produce a claw effect on snow and thus increase traction.

The vertical and lateral undulations provide the self-blocking function, binding together for greater rigidity in the tread block. This results in improved tyre stability, whatever forces it faces: longitudinal force when braking and accelerating and lateral force when cornering. As a result, driving precision and general dry weather performance are improved. With this combination of advanced technologies, the overall rigidity of the tread is enhanced which not only improves driving precision on dry ground but also maximizes tyre life. This blend of advanced technology, plus the presence of EverGrip technology in the shoulder, delivers excellent performance on snow, precision in the dry, and longevity.

The innovative combination of bevel-edged tread blocks with high-performance sipes ensures optimum contact with the road surface to improve dry braking performance. The design also combines the addition of these bevelled corners with complex and full-depth sipes for excellent braking and traction on snow.

This tyre will contribute significantly to safer driving in all weathers.

Awards to Members, 2015



At the **AGM**, our **President, Major General Ted Wilmott, CB, OBE** presented awards to Members who had recently passed Advanced Driving and Masters' Standard tests and others in recognition of their contributions in the past year to **IAM Herefordshire**.



**Nigel Jenkins with
Peter Hodge**



Paul Bradley-Lloyd



**Gillian Gange with
Stella Boyd-Carpenter**



Robert Ratcliffe



Tracy Reynolds



**Rhiannon Powell with
Rob Turner**



Robert Parkinson

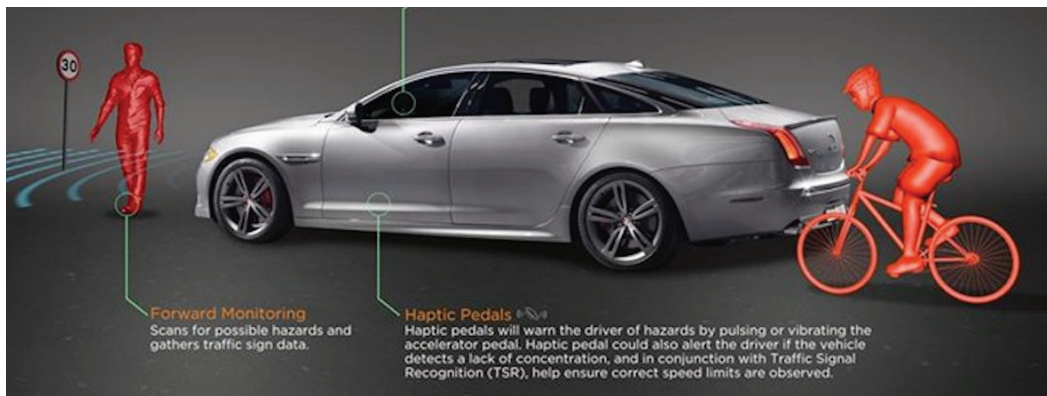


Iain Aird receiving the **Ted Probert Cup**, presented by **David Williams** to the Observer deemed to have made significant contribution to the Group during the past year.



Mike Warnock, receiving the Anniversary Shield for his support and help to the group over the past year.

Advanced Research into Road Safety technology



We have been given an insight into **Jaguar Land Rover's** advanced technology aiming to improve road safety, including:-

- measuring brainwaves to monitor driver concentration in the car.
- a Wellness Seat in a Jaguar XJ which analyses the driver's heart rate and breathing to monitor driver health and stress
- Touch screens that predict which button you want to press as the user's fingers are in mid-air, minimising the time with eyes off the road
- a new Haptic accelerator pedal to communicate hazards to the driver

Their vision is to offer a choice of an engaged or autonomous drive. This means that the car will be able to drive itself if the driver chooses, or offer systems that can be adjusted for a more engaging and involved drive.

They are working on an array of new sensors that would enable a car to operate in any environment, without any outside intervention or input from lane markings or roadside infrastructure like traffic lights. Research engineers have a nickname for a car with this level of capability: the 'Solo Car'."

"Solo Car" enhanced sensing

Advanced research is underway to enhance the car's sensing capability with sophisticated sensors to make autonomous cars viable in a range of driving environments and weather conditions.

Creating a car capable of functioning autonomously in all situations requires a fusion of sensors with different attributes including radar, LIDAR, cameras, ultrasonics and structured light technology.

Each of these is needed to enable an autonomous car to function in the real world and to ensure the car can make safe and accurate decisions anywhere, to reduce the number of accidents caused by drivers who are stressed, distracted and not concentrating on the road ahead.

Sixth Sense research projects utilise advanced technology, from sports, medicine and aerospace, to monitor the driver's heart rate, respiration and levels of brain activity to identify driver stress, fatigue and lack of concentration. The UK-based team is also looking at innovations that would reduce the amount of time the driver's eyes are off the road whilst driving, and how to communicate with the driver via pulses and vibrations through the accelerator pedal.

Dr Wolfgang Epple, JLR's Director of Research and Technology, said: "We believe some of the technologies currently being used in aerospace and medicine could help improve road safety and enhance the driving experience. The car is becoming more intelligent and more able to utilise cutting-edge sensors, or the benefit of our customers and other road users.



Keeping our Driving Independence as we get older.



Ageing results in a natural decline in ability, eye sight, hearing and reaction time being the ones most affecting driving ability.

Most older drivers are reluctant to admit that their driving ability might have declined but there are a number of things that any one can do to be safer on the road.

The first and foremost is to take a regular driving assessment, but consider the following additional things that will certainly help:-

- try and maintain your fitness
- be aware of and accept your limitations
- where possible, avoid driving in bad conditions
- keep up to date with the Highway Code
- fully understand the side affects of any medication you may be taking
- if you have a physical disability consider adapting your vehicle to make life easier,
- plan your journey for the least congested times

Driving in a changing world



Speed Limits

Matt Joy, motoring editor of BT, reported that there were 159,000 prosecutions for speeding in 2014, a 25% increase on the previous year. More than half of those fined were caught on the motorway by cameras.

Some police forces are now adopting a zero tolerance approach to speeding which means that any amount over the designated limit will attract a fine and points.

Meanwhile, the European Commission is proposing that all new cars be fitted with speed limiting technology and is even considering a requirement for limiters to be retro-fitted to cars already on the road.

This could be the greatest change to the motoring landscape since the implementation of the 70mph limit in 1965. Transport Secretary Patrick McLoughlin has indicated strong resistance to this policy, but there could be overwhelming support

In Europe, the number of deaths from road collisions regularly exceed 30,000 a year. In contrast in the UK 2012 saw the lowest death toll from road fatalities (1,754) since 1926.

However, as safer, thinking drivers know, there is no room for complacency; 1,754 is still a waste of lives, causing immeasurable distress to families, friends and the community.



Algernon Says:

Are you aware of the new powers available to police officers regarding eyesight?

Hundreds of motorists have had their driving licence revoked after failing roadside eye tests under new police powers, new figures have shown.

Cassie McCord, 16, died in 2011 from serious head injuries when 87-year-old Colin Horsfall lost control of his vehicle in Colchester, Essex.

It later emerged he had failed a police eyesight test days earlier but a legal loophole meant he was allowed to continue driving.

Her mother, Jackie Rason, campaigned for a change in the law and this eventually led to the introduction of new powers - popularly known as Cassie's Law - which allowed the Driver and Vehicle Licensing Authority (DVLA) to revoke licences more quickly.

Figures obtained by the Press Association under the Freedom of Information Act show that since the powers were introduced in 2013, police forces across the UK applied 631 times to revoke licences based on failed attempts to read number plates.

In the vast majority of cases - 609 - the DVLA went ahead and revoked the drivers' licences.

Three days before Cassie's death, police in Essex had spent two hours trying to persuade Mr Horsfall not to drive again after he was involved in a minor collision and failed an eye test.

At the time, officers had no powers to immediately suspend a licence and he went on to mount a kerb, hitting Cassie as she walked with a friend.

Under the new procedure, where an officer feels the safety of other road users will be put at risk if the driver remains on the road, they can request an urgent revocation of the licence through the DVLA.

There are three levels of revocation under the new system - immediate, within 48 hours and postal, whereby the driver will be dealt with via letter sent within 24 hours of notification from the police.

If a banned driver continues to drive, they commit a criminal offence which may lead to their arrest and vehicle being seized.

Speaking when the change was introduced, Sue Harrison, Essex Police's Assistant Chief Constable, said: "I very much welcome this new procedure.

It is a positive step forward and will enable our officers to immediately refer serious cases to the DVLA.

This new procedure is a great testament to Jackie's relentless determination and resilience, which I highly commend."

Mrs Rason said she now hopes to continue campaigning for mandatory eye tests for all drivers and extra checks for over-70s.

She added: "If your car is more than three years old, you have to have an MOT to certify that it's roadworthy. Why shouldn't that be the same for drivers?"

Editor's comment

Many who come on our courses have confessed that they are reluctant to take an eyesight test, in case they would be found ineligible to drive.

Whilst we understand their concern, vision technology has advanced considerably, to the stage where the majority of those suffering from failing eyesight can be helped to reach the required standard, for surprisingly little outlay.

The risks you run, in the case of an accident - even when not held responsible - are not worth it. Losing your licence would be bad enough, let alone the guilt you will feel when barred from driving. Getting your eyes tested is the only sensible course of action.



"One key piece of new research is to see how we could measure brainwaves to monitor if the driver is alert and concentrating on driving. Even if the eyes are on the road, a lack of concentration or a daydream will mean the driver isn't paying attention to the driving task. They may miss a warning icon or sound, or be less aware of other road users so we are looking at how we could identify this and prevent it causing an accident."

Mind Sense

The research is discovering whether a car could effectively read the brainwaves that indicate a driver is beginning to daydream, or feeling sleepy, whilst driving.

The human brain continually generates four or more distinct brainwaves at different frequencies. By monitoring which type of brainwave is dominant, an on-board computer could potentially assess whether a driver is focused, daydreaming, sleepy, or distracted.

"If brain activity indicates a daydream or poor concentration, then the steering wheel or pedals could vibrate to raise the driver's awareness and re-engage them with driving," added Dr Eppe, "If Mind Sense does not detect a surge in brain activity following the car displaying a warning icon or sound, then it could display it again, or communicate with the driver in a different way, to ensure the driver is made aware of a potential hazard."

The most common method for monitoring brainwaves is close to the source using sensors attached to a headband, something that would be impractical in a vehicle. JLR is investigating a method already used by NASA to develop pilots' concentration skills and by the US bobsleigh team to enhance concentration.

This detects brainwaves through the hands via sensors embedded in the steering wheel. Because the sensing is taking place further away from the driver's head, software is used to amplify the signal and filter out the pure brainwave from any background 'noise'. JLR is currently conducting user trials to collect more information on the different brainwaves identified through the steering wheel sensors and will involve leading neuroscientist drivings in the project to verify the results.



Driver Wellness Monitoring

JLR is assessing how a vehicle could monitor the well-being of the driver using a medical-grade sensor embedded in the seat of a Jaguar XJ. The sensor, which was originally developed for use in hospitals, has been adapted for in-car use and detects vibrations from the driver's heart beat and breathing.

"As we develop more autonomous driving technologies, there will be instances when the autonomous car needs to hand control back to the driver," added Dr Eppe. "To do this safely the car will need to know if the driver is alert and well enough to take over. So our research team is looking at the potential for a range of driver monitoring technologies to give the car enough information to support this decision. If the car detects severe health issues, or simply how alert the driver is, then the car could take steps to ensure the driver is focussed enough on the driving task to take over."

Monitoring the physical health of the driver could not only detect the onset of sudden and serious illness that may incapacitate the driver, but also allow the car to monitor driver stress levels. This would then allow the car to help reduce stress, for example by changing mood lighting, audio settings and climate control.

Dr Eppe added: "To avoid saturating the driver with more visuals and sounds, which could overload and distract them, we are exploring other ways for the car to communicate with the driver. With our haptic pedals research we are investigating non-visual ways to communicate which would enable the driver to make smarter and faster decisions and reduce the potential for accidents".

to be continued in our next (Winter) issue

If there is sufficient interest, we will try to arrange a visit to **JLR Research Centre**.

If you would like to be included, please contact Bruce Foster. Ring him on 01544 319103, or email news@iam-herefordshire.org.uk

Safer Driving “Refresher Day”

Cars need regular maintenance and computers need updating, to ensure that they are functioning correctly. So why, with so many changes in road conditions, traffic behaviour and regulations, do drivers go for years without thinking about bringing their skills up to date?

“Safer Driving” Refresher Days have been specially designed for drivers who need to update their skills and for those who have lost confidence whilst driving nowadays, whether for leisure, business or necessity.

Especially helpful, too, if you have not had to drive regularly for some time but now, perhaps due to an accident, a change of circumstances or new lifestyle, need to restore confidence and independence.

Programme: 10am - 4pm

1. What concerns you most about driving in Herefordshire?

We live in one of the most beautiful counties in the country - but driving in town and country brings its own set of hazards and is becoming increasingly complicated, causing confusion and anxiety for many older drivers.

2. Safer driving in today’s traffic!

Whatever concerns you will be covered by a thorough discussion about:-

- the latest regulations and techniques
- practical risk assessment, problem-solving and personal planning

Friendly, constructive advice that will be invaluable, no matter what other road users do. It will be an instructive and fun session, so you might like to bring your friends and family.

***concession for 2 or more; only £20 each**

For our Event dates including the **Safer Driving “Skill for Life”** courses we run on behalf of the **IAM**, see the page opposite.

Please show this to friends and family who could benefit from a Refresher.



Group participation in risk assessment and problem-solving exercises

Personal guidance from qualified Observers, to mentor you to improve your skills and confidence.



What drivers like you said about their recent Refresher Day:-

- Very useful and enjoyable day
- Well organised and ran smoothly. Friendly and helpful. Excellent content. Well done
- Excellent – where did the time go! Friendly and good-humoured
- Tutors/Observers were enthusiastic and informative.
- Helped me realise how much I didn’t know! Very helpful observation session
- Friendly atmosphere, extremely competent people
- Encouraged participation and followed up well on points raised.

To find out more, please ring Stella Boyd-Carpenter on 01432 840539 or go to our website (www.iam-herefordshire.org.uk/refresher-days)

Coming up shortly:-

“Safer Driving” Skill for Life:

Starts 27/28 October: 2015

Much Birch & Steens Bridge

Starts 1/2 March: 2016

Much Birch & Steens Bridge

Ring David Williams (01981 580382)

Please recommend your friends and families to book their place(s) as soon as possible, to avoid disappointment

What’s on the road ahead?



Much Birch & Steens Bridge

Events Calendar 2015				
October				
27	Tuesday (1st evening)	Safer Driving	Much Birch	6.30 - 9pm
28	Wednesday (1st evening)	Safer Driving	Steens Bridge	6.30 - 9pm
November				
3	Tuesday (2nd evening)	Safer Driving	Much Birch	7.0 - 9.0pm
4	Wednesday (2nd evening)	Safer Driving	Steens Bridge	7.0 - 9.0pm
10	Tuesday (3rd evening)	Safer Driving	Much Birch	7.0 - 9.0pm
11	Wednesday (3rd evening)	Safer Driving	Steens Bridge	7.0 - 9.0pm
Events Calendar 2016				
March				
1	Tuesday (1st evening)	Safer Driving	Much Birch	7.0 - 9.0pm
2	Wednesday (1st evening)	Safer Driving	Steens Bridge	7.0 - 9.0pm
8	Tuesday (2nd evening)	Safer Driving	Much Birch	7.0 - 9.0pm
9	Wednesday (2nd evening)	Safer Driving	Steens Bridge	7.0 - 9.0pm
11	Friday	Refresher Day	Hereford	10.0 - 4pm
15	Tuesday (3rd evening)	Safer Driving	Much Birch	7.0 - 9.0pm
16	Wednesday (3rd evening)	Safer Driving	Steens Bridge	7.0 - 9.0pm
April				
22	Friday	Refresher Day	Ledbury	10.0 - 4pm

We are planning a series of events throughout 2016, including Skid Pan Days, Family Days and club evenings with entertaining speakers on topics affecting safety on our roads.

Watch out for our regular eNewsletters, which will update you until the next issue. If you would like to receive these, but are not on our confidential mailing list, please let us know

Email news@iam-herefordshire.org.uk

See much more about these events on our website. Visit www.iam-herefordshire.org.uk