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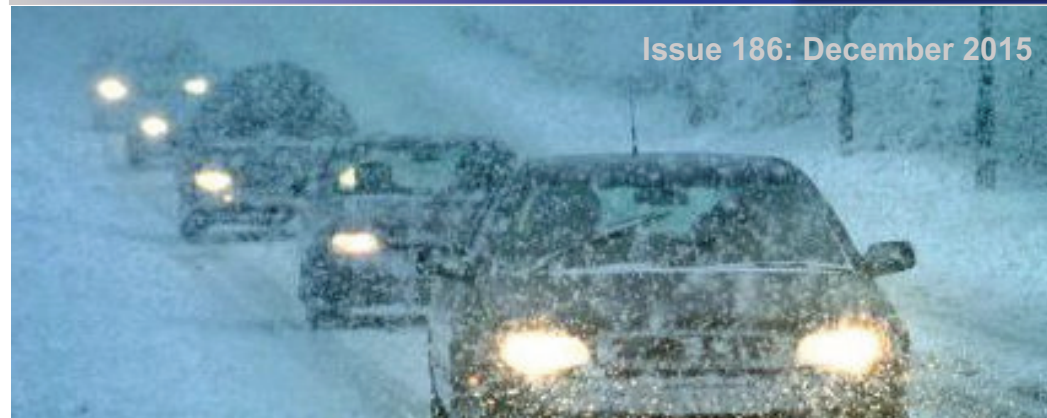


## Tel: 01568 612337

## Winter Magazine

**IAM**  
Herefordshire

Issue 186: December 2015



### Safer Driving in Winter

**Winter is our most dangerous season**, when the weather plays havoc with our driving and safety on the road.

To help you cope better with the hazards you will face and reduce the risk of getting involved in accidents, skidding and breaking down, here are some seasonal tips and techniques, with particular emphasis on

#### Managing winter hazards

Planning your journeys

- allowing time to get there safely
- planning for emergencies

Preparing your vehicle

- winter maintenance

Preparing yourselves

- it **could** happen to you - don't wait till it's too late!

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See more about this and much more on our website. Please visit us at [www.iam-herefordshire.org.uk](http://www.iam-herefordshire.org.uk)

## Herefordshire headlines

### 2015 - a busy year!

As usual, we ran four **SfL** courses in two venues, Much Birch and Steens Bridge (our grateful thanks to Ruth Norsworthy for the use of a lovely room at her home) and four Driver

Refresher Days, one each in Leominster, Ledbury, Ross-on-Wye and Hereford. Though we had hoped these events would be better supported, the people who took part were very enthusiastic, enjoyed their time with us and, hopefully, left feeling they had the knowledge to be a better driver. Our very grateful thanks go to **Tina Lawrence**, who leads the **Refresher Days** for us and the Observers, who are always very willing to come along to take participants out for assessment drives.

At the **AGM** it was announced that there had been 13 Passes to date, including 2 **F1RSTS**. Between the July and the time of going to press there have been 15 Passes, of which 5 were **F1RSTS**, including some young drivers.

Congratulations to all newly-qualified Members and their Observers. Congratulations also to **Linda Harding** and **Diana Sessarego** who have qualified as **IMI Accredited Local Observers**.

In addition to courses, **David Williams** and I have been invited by several local groups to give presentations about **IAM Herefordshire** and 2 more are booked for early in 2016.

If you belong to, or know of, any group eg **WIs, Probus, U3As**, who would like a speaker for 2016, would you please ask them to contact either David or me directly?

We are planning several new events next year; an evening talk by an Optician about eyesight and driving; another about driving an HGV, one by a Physiotherapist on the importance of good posture when driving and the **AGM**, at which **Mike Lovelock** will be the Speaker.

I look forward to hearing about some of his experiences, both when working at Hendon and as Staff Examiner with **IAM**.



Our thanks to **Bengry Motors** who have donated another whole page for this issue - and invited us to give a presentation on "**Women behind the Wheel**" in their Leominster showroom. The evening was a great success with about 40 ladies attending. After a welcome and short introduction, given by **Viv Melia**, the ladies were split into 3 groups to take part in 3 different activities:-

**1. Angela Tyler**, founder of the Ely Memorial Fund, spoke about the wonderful work done by the Trust. Angela and Steven Tyler tragically lost their daughter, Emma, in a road traffic accident and set up the Ely Memorial Fund in her memory, in order to help other Herefordshire families who had also lost children in road traffic accidents.

**2. Workshop demonstrations.** Each group was encouraged to change a wheel and look at the mysteries under the bonnet. This caused great discussion and many smiles!

**3. Lone Drivers.** I gave a short presentation about Lone Drivers (short, because there were 3 in the course of the evening). Each began in similar ways, but was adapted to deal with each group's issues..

**Ruth Norsworthy** and **Carol Sheppard** were on hand to answer questions about their experiences whilst doing the **IAM "Skill for Life" course**. My thanks go to them, together with **Liz Tallis** and **Nerys Palmer** who helped with the equipment.

Our thanks also go to **Mike and Dorothy Warnock** and **Bruce Foster** who work so hard for us by producing the Magazine. **PLEASE** would you send me an item for the Magazine. It would be well received by Mike or Bruce.

It only remains now for me to wish you "Happy Christmas". We all look forward to seeing you in the New Year.

**Kath Watts, Chairman**

**IAM**  
Herefordshire

developing safer drivers

Who's who?

### Committee: 2016

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**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.

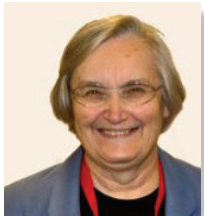
**Registered Charity No. 1049679.**

#### Enquiries

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www.iam-herefordshire.org.uk





## What's in the boot?



### Bluebird Care looks for safer driving!

As a result of seeing publicity about our Safer Driving "Refresher Days", **Hazel Godsall**, owner of **Bluebird Care**, Wormbridge, asked if we could provide advice to their care workers, who have to drive to clients for whom they are caring.

After discussion with Hazel, David Williams devised a two-hour presentation, which included a condensed explanation of the system of car control and how it is used, plus some accident scenarios for staff to identify degrees of Responsibility and Avoidability – which then helped them understand how everyone can make a difference to the possible occurrence and /or mitigation of severity of accidents, if they maintain all-around awareness. The presentation was given twice; morning and afternoon and 10 staff attended. Their comments included:-

**Lynn Bowell:** "I found it really interesting. It was particularly useful to learn how to start my car properly, which I hadn't realised before. I also didn't realise that I would be liable if I waved someone through or let a car out and they moved into the path of oncoming traffic!"

**Rebecca Crockett-Newman:** "I found it helpful to recap on things which I had known before because I feel I am driving with more awareness now. It was also good that David used his knowledge of local Herefordshire roads which made the talk more relevant."

In appreciation of **IAM Herefordshire's** response, **Bluebird Care** would like to sponsor a young driver for our **"Skill for Life"** Advanced Driving Course, which starts in March.

**Bluebird Care** pride themselves on providing good old-fashioned care for their customers!

<http://www.bluebirdcare.co.uk/herefordshire>



### Saving Kids' Lives

**David Williams** saw a video recently which deserves widest possible viewing and support.

He warns that it can be very distressing to watch; however, if you decide to do so, the option is there when you get to the website at <http://www.savekidslives2015.org/>

#### **In-Car Safety Technology** (contd. from page 12)

There is on-going debate about the safety of this technology in road-going vehicles.

Whilst all of these systems are necessary for the ultimate driverless car, there is still no substitute for thinking, attentive and focussed safe drivers.

For the present time, road craft is important and likely to remain so for a long time, so keep reassessing your driving skills.

**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](mailto:news@iam-herefordshire.org.uk).



### Update on Motoring trends

Every so often, I buy a motoring magazine, just to keep abreast of the latest news on cars. Browsing the shelves of a newsagent recently, I was struck by the front cover of **Auto Express**: "122 brilliant new cars for 2016 and beyond" 122! 103 before the end of 2016!

The magazine had an extra 32 pages, just to briefly describe each of this astonishing array of new 'wheels'. The impetus for the write-up was the Frankfurt Motor show. I might try and go one year, to see it first-hand.

The descriptions tell us a lot about what the companies – and indeed the magazine – believe are the selling points of their future offerings.

Virtually all included exhaust emissions – whose credence has taken a knock with recent revelations of the antics within VW Group - and mpg – which are also under scrutiny because they seem to bear so little relation, in too many cases to reality.

Do you pay particular attention to these figures when buying your vehicle? How far do you think they figure in the decision making by the average driver? MPG yes, but emissions? A driver I spoke to recently said he didn't pay much attention to them, because they didn't mean anything to him.

Much is made in the descriptions about 'infotainment systems'. I prefer to call them 'distractions'.

However, more and more cars now have adaptive cruise control, lane assist and park assist.

It seems only a short while ago when the selling points were ABS and ESP, both now standard features. There is no getting away from the fact that a lot of effort is going into safer driving aids, clean engines and alternative fuels, such as electricity and hydrogen.

## Driving Horizons



**David Williams**  
Chief Observer

The features which **Jaguar** are considering, as outlined in the Autumn Magazine, show just how far and fast technology is advancing.

The bare truth of course is that the greatest hazard is in fact the actions of the driver.

How do we feel, as advanced drivers, about the possibility that all this technology is working towards making the human driver redundant?

It seems that, for now at least, many manufacturers are still treating the manual gear-boxed car as their primary model.

Some driving aids which, in my opinion, should be the norm, include automatic gearboxes, preferably with a degree of manual override; auto lights and auto speed limiters - with no override!

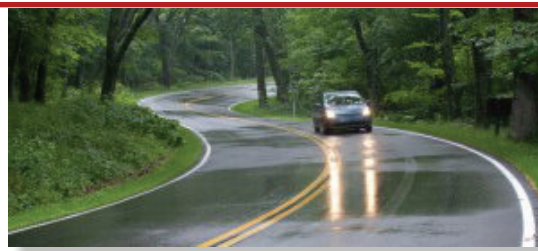
Whatever the future might bring, there is no shortage of cars for us to choose from and, if you can afford them, plenty costing a whole lot of money!

Our Autumn Magazine referred to cars costing as little as £9k, with 32 priced at under £20k (not counting options, of course!) but also 29 costing over £100k; 3 over £300k - and a new Bugatti at an eye-watering £1.5m!

I don't think I shall be buying one - at least, not at the moment anyway!

**Happy, safe motoring!**

## Safer Driving in Winter



Because of the hazards that winter brings, when it snows or rains, the first precaution you can take is to ask yourself “Is this journey *really* necessary at this time?”

Then, if it is essential and driving is your only option, it makes sense to review thoroughly the relevant advice from us, the **IAM**, local TV and Radio and other Road Safety organisations, concerning:-

### Planning your journeys

- allowing time to get there safely
- planning for emergencies

### Preparing your vehicle

- winter maintenance
- emergency safety kit, shovels and de-icer
- food and refreshment, hot and cold

### Preparing yourselves

- appropriate clothing, blankets and eyewear for yourself **and** your passengers
- vigilance of other road-users’ behaviour and fitness to drive
- breaking the journey more frequently

## Driving In the rain

Though driving in snow or icy conditions is known to be more hazardous, driving in rain is more frequent and can be taken for granted. The last few winters have seen very heavy rainfalls, which is forecast to continue.

Driving conditions can be extremely hazardous and standing water creates the potential for aquaplaning and loss of control. Flood waters are dangerous and you should not attempt drive through unless you are sure of the depth. Only a small amount of water ingested into the engine is sufficient to wreck it. Turbo and diesel engines are the most vulnerable.

### The AA has issued the following facts on floodwater and wet conditions:-

- 32% of floodwater-related deaths are caused by drowning in a vehicle
- 65% of those who die in flood-related accidents were considered to be good swimmers
- If the speed of the water doubles, the force exerted on you or your car is quadrupled
- Just 15cm (6 inches) of fast-flowing water can knock you off your feet and be enough to prevent you regaining your feet
- 60cm (2 feet) of standing water will cause your car to float
- Just 30cm (1 foot) of flowing water could be enough to move the average family car
- Flood water can be contaminated and carry disease
- Culverts are dangerous when flooded - the siphon effect of culverts can drag in children, pets or even fully-grown adults
- An egg cup full of water in the combustion chamber could be enough to destroy your engine.

So, here are some useful tips when driving in rain.

Do not enter flood water that is moving or more than 10 cm (4 inches) deep.

Always remember to double the distance you leave between you and the car in front. Make sure you have at least 3mm of tyre tread.

You must use your headlights when visibility is seriously reduced - generally when you cannot see more than 100 metres.

When approaching standing water, allow oncoming traffic to pass first and drive slowly, to avoid creating a bow wave.

Driving through water at speeds above a crawl throws water on to pavements. You could face a hefty fine and 3-9 points if the police believe you were driving without reasonable consideration for other road users.



### Use of telematics data

How often do we wonder why our vehicle insurance premiums increase so much when we have not put in a claim?

The Association of British Insurers state that fraudulent claims are adding about £50 a year to vehicle insurance premiums.

More than 320,000 UK drivers have “little black box insurance”, the idea being that a box monitors how you drive and can set insurance premiums accordingly. It is particularly popular with younger drivers, who could see a fall in their premiums under certain circumstances.

The black box can monitor your speed, braking and cornering. It also has GPS so it is able to say where and when you drive.

Recently, information stored in a black box has been successfully used in a Court case where a £10,000 claim was made for a whiplash injury which supposedly happened when a stranger ran into the back of the injured man’s vehicle. It was proven, by the box’s data, that the claimant and the driver of the offending vehicle knew each other well - the GPS had monitored journeys to the offender’s home.

The claim for compensation was turned down. Perhaps this way of collecting information about our driving habits might be used increasingly in court cases.

Under the Data Protection Act the data gathered may not be passed on, nor sold, to another company without explicit permission. Records may be kept for six years before being destroyed, however, police, with a court order, are able to access the data in very serious cases.

*Extracts from “Money Mail” article, October 4th, by Victoria Bischoff)*

## Driving in a changing world

### Driving at night

It is difficult to see clearly in anything less than full daylight. Contrast is reduced and colours fade. In semi-darkness and full darkness driving is more stressful because we need to concentrate harder.

The Golden Rule states we must drive at a speed such that we can stop, safely, on our side of the road, in the distance we see to be clear. This is even more important when we are relying on the distance lit by our headlights, be they on dipped or main beam.

A speed limit is the legal limit, but its appropriateness depends on a variety of factors; for example, the amount of traffic, weather and road conditions. Advanced drivers learn to identify the potential hazards and take these into account.

Likewise, the “2 second rule” is the closest it is deemed safe to follow another vehicle. In adverse conditions this distance must be extended. In winter, this can be as much as double your normal distance.

In darkness, our perception of speed, especially approaching speed, is distorted and, with the added potential hazard of dazzle, we must be prepared to slow down as soon as the distance to our limit point is reduced. So, before setting off on any journey, make sure windows, lights, mirrors, and number plates are clean and all bulbs functioning correctly. Carry spare bulbs. Check windscreen wipers. The smallest bit of grit can damage a windscreen quite quickly and, on our muddy roads, water splashed by oncoming vehicles is very dirty!

Use dipped beam in lit areas and main beam on unlit roads, remembering to dip them for oncoming traffic and when you are travelling behind other vehicles, to avoid dazzling the driver in front.



## In-Car Safety Technology



### Recent articles in the Magazine have highlighted the move towards the autonomous vehicle.

Several of the developments that are necessary to achieve this are now standard features on current models. Whilst aimed at improving safety, these in-car systems may cause problems for some drivers, especially those who have difficulty understanding digital technology.

**Research Institute for Consumer Affairs** carried out a survey in 2014 of over 55s to identify views and experiences with in-car safety technology.

The survey showed that the majority of respondents were:

- not very aware of what technologies would support safer driving in later life
- suspicious of fully autonomous technologies except for use in emergencies
- more happy with in-vehicle information systems

This survey highlights the need for all drivers, as well as the more elderly, to fully understand what these systems do and how the driver should react with them. It is important to read your handbook and be aware of which systems are built into your car and how to operate them, check when you switch on that all are working. Keep your hand book in your car so that should any warning lights appear you can take the appropriate action to maintain complete safety in your vehicle.

Some systems can be switched off, so it is important to understand when it is appropriate to do this.

### Systems that might appear in your car include:

**Electronic stability control (ESC)** which becomes active when a driver loses control. It applies braking to individual wheels and helps to bring the car back safely under control, combining the functions of anti-lock braking and traction control.

**Traction Control** stops wheel spin by applying braking to the offending wheel as well as reducing engine power temporarily

**Auto Emergency Braking (AEB)** has the ability to alert a driver to a potential crash and apply the brakes independent of the driver if a critical situation develops.

**Active Braking System** provides the driver with braking support during an emergency but is not automatic.

**Intelligent Speed Assist** alerts drivers when they exceed the speed limit

**Adaptive Cruise Control (ACC)** is an intelligent form of cruise control that adjusts the speed to maintain a safe distance from the car in front and is usually combined with **Auto Emergency Braking (AEB)**.

**Lane Deviation and Blind spot warning** will alert any driver tending to stray from the normal lane and assists with vision when overtaking.

**Night Vision** enables a driver to be aware of dangers at night, some 300m and way ahead of the headlight range.

**Auto Parking** will detect a suitable parking space and carry out the necessary steering manoeuvres but the driver must stay in control of the throttle and brakes.

**Heads up Displays (HUD)** are not yet readily available. They will display information on the windscreen in a way similar to that used in military aircraft.

*Continued on page 14*



David Williams, our Chief Observer, taking part in the Wales Velothon

As advanced drivers, we are taught to re-assess and reflect on any aspect which came as a surprise to us. The car which 'suddenly' came out of the left hand junction; should we - could we - have anticipated it? My lengthy recovery after crashing off my road bike in the Wales Velothon back in June, gave me time to assess and reflect on that 'surprise!'

Cycling in a large group was going to be a new experience for me and one which I approached with some trepidation, but also having sought much advice. Over 15,000 cyclists of every level of experience were taking part and there would be much over which I had no or very little control. On the plus side, closed roads, meant no possible conflict with four plus wheeled vehicles! However, the staggered starting of about 500, every 5 minutes and the eagerness with which many peddled away meant that at the start at least, this wasn't a problem.

It was a strange experience to be able to ride deliberately on the right side of the road. Not something that a cyclist normally has the chance to do safely!

As the event progressed, I observed many cyclists taking advantage of this 'freedom' on the road to an extreme, as a result of which self-inflicted crashes were happening. I noted one rider, tucked into the right side of the road, hurtling down hill towards an obvious right-hand bend. From my pre-race training rides and car recce, I knew the bend was a tight right-hander, followed immediately by a similar left-hand bend. No surprises then, when I came to the bends, that I should see the cyclist lying in a heap, part way round the left-hand bend. Several similar scenes would be seen over the next few hours; many with ambulances in attendance.

By then, despite the apparent recklessness of some, I was enjoying the event. My level of fitness and preparation were paying off.

## A Call for Safer Cycling

Masochistically, I was even enjoying the hill climbs and, as we entered the latter stages of the event, looking forward to the final run into Cardiff.

Now on dual carriageway, with all of the left-hand side to ourselves, we were travelling fast. Many groups of riders - probably clubs - were in their own mini-pelotons and hogging for the most part, the right lane. However, as some were inevitably tiring, they would veer over into the left hand lane, where the vast majority of us were. After all, we weren't in a race and it was intended to be fun, not a battle. Individual space was reduced, as more and more cyclists started to join the left hand lane, with many riders simply barging their way in. It was cutting-up, bike style and I was soon very uncomfortable with it. The logical thing, it seemed to me, was to move just into the right hand lane, which I did. From here I could spot the 'Barger' and be ready to manage the situation. However my 'surprise' and my crash when it came, was not from front or side, but from behind (apparently, since I have no recollection of the crash or the 30 - 40 minutes after. Cogent consciousness only returned as I was being helped on to a bed in hospital).

The subsequent reflection and assessment lead me to the inevitable comparisons when driving. The one area where we may have the least influence or control is traffic behind us. We can open up the gap to the vehicle in front; we can look to create opportunity for the tailgater to overtake us safely; but if they insist on following at a ridiculously close distance we can only be even more alert to the hazard they create -especially of hitting us.

The motorist has several advantages over the cyclist - not least the protection of the vehicle they are in. The greatest one however, is their rear view mirror. You can see they are there!

### A serious footnote:

I have first-hand experience of the critical importance of protective headgear whilst cycling. I was knocked unconscious, but thankfully without any lasting effect (although those of you who know me might think differently!).

The damage the impact did to my helmet shows just how serious it could have been.

## Night time Vision Aids



Driving at night is one of the most dangerous times to be on the road, particularly in winter. Most driving decisions are based on what you can see and the human eye requires light to see. Visual reaction time increases in adverse light conditions and therefore, stopping distances are greater. Statistics show that more than 40% of fatal accidents occur at night even though there are less vehicles on the road.

Night time vision aids are now being offered on some expensive vehicles but in common with all innovations as the volume increases it will become a feature available on all vehicles.

All objects above zero degrees celcius emit radiation in the infra red region and the infra red camera works by focussing the energy coming from an object on to an infra red detector this information is then translated electronically into an image that can be viewed on a standard display screen. The smallest of temperature differences can be detected.

Thermal imaging is a technology that has been used by the military and emergency services for many years, whether it's the police detecting criminals or firefighters seeing through blinding smoke. However, the popularity of thermal imaging is continually growing, becoming more accessible and is now frequently being used for everyday activities.

This includes being implemented into a number of new cars.

So, how is thermal imaging useful in a car? It is essentially a night vision system that displays an image of the road ahead by picking up infra-red radiation that is invisible to the human eye.

The image is displayed in black and white on a screen and hot items, whether it is a living object or a car exhaust will glow white, while colder items such as the night sky will appear black.

Now you might be thinking "Why would I need a thermal imaging camera in my car?" and perhaps it has crossed your mind that it is just another unnecessary extra cost you don't need when choosing your next car. However, having thermal imaging in your car does have its benefits, especially in terms of safety.

### Why is night vision important?

Having a thermal imaging system in a car can significantly help to increase drivers' and passengers' safety and decrease the number of fatal and serious accidents.

The night vision allows drivers to detect animals or pedestrians at a range of roughly 300m, whereas the car's headlights will illuminate about 150m ahead. This is not only improving the safety of drivers and passengers but also any pedestrians that are walking along the road at night time.

The technology also gives the driver more time to react to any sharp corners or obstacles in the road because the device clearly displays the road ahead.

Installation of the camera is not difficult and it can be shielded from harsh driving conditions. The positioning of the image monitor must be such that it does not distract driver attention but allows dangers ahead to be picked up in the peripheral vision.

Thermal imaging cameras will contribute very significantly to driver safety in poor light conditions.

*(with thanks and acknowledgements to The Car Expert [www.thecarexpert.co.uk](http://www.thecarexpert.co.uk))*



## F1RST at 18!

### Congratulations to Lisa King who was awarded a F1RST - at only 18!

Lisa wrote to us, describing her experience:-

#### "I passed my driving test in August 2014.

I attended the course in September because I was going to be travelling to Worcester every day and Mum wanted to know that I would be safe whilst doing so in case a situation arose.

Both of my parents had also completed the course when they were younger, so therefore knew that it was a good set of skills to gain when it comes to driving safely.

I attended the 3 theory sessions in Much Birch which gave the theory behind the course and gave the basis of the observed drives.

I also met my observer to arrange my first drive. The sessions helped by discussing the different ways of driving safely which was then reiterated and explained in further detail when the situation arose during the drives.

**Ann Nevelos** was a massive help in getting me test-ready. She was able to meet whenever suited in order to help me along my way and was impressed from the start that I hadn't gained any bad habits since passing my test!

On my first accompanied drive, she just observed and told me where we should go.

At the end of the first drive, she told me about any areas that I needed to improve on and marked a sheet. On each drive, she was calm and encouraging and gave me confidence in my own ability.

**On the day of the test**, I was nervous about the outcome. However, Examiner **Huw Powell** made me feel at ease from the start. We started with the cockpit test and then went on the drive.

He observed my driving and directed me around the chosen route, before returning to the centre.

He then proceeded to tell me how he felt the test had gone, before telling me that I had passed with a **F1RST**.

I am very pleased with the result, because it now means that I have more confidence when driving, that I am safe and, if someone does something to endanger my driving, I shall be able to deal with it safely and confidently.

It has also been a help to my insurance which, for a young driver, is quite high. Passing the test has brought it down to a more affordable level.

I highly recommend completing the course; it doesn't take up too much time and is a valuable skill that I feel should be taught in normal lessons.

Younger drivers should be encouraged to take the test, because it gives you skills that you will keep for life".

**Lisa King**



## Algernon says . . .

### Are you aware of the new law dealing with 'Drug Driving'?

Motorists who get behind the wheel after taking illegal drugs face a criminal record, loss of their licence for at least a year and a fine of up to £5000. The new legislation which came into force in March 2015 makes it illegal to drive with certain drugs in the body above specified levels, including 8 illegal drugs and 8 prescription drugs. People using prescription drugs within recommended amounts will not be penalised.

Police forces will have access to new screening equipment to test suspected drug drivers. Officers can screen drivers for cannabis and cocaine at the roadside. They will be able to test for these and other drugs including ecstasy, LSD, ketamine and heroin at a police station, even if a driver passes the roadside check. New devices that can test for a greater number of drugs at the roadside will be developed in the future. This new law, coupled with the testing kits, will make it quicker to identify those driving under the influence of drugs and help the prosecution of drug drivers. It remains an offence to drive whilst impaired by any drug, including medical.

The law covers use of 8 drugs commonly associated with medicinal use, that are sometimes abused, that have been set at higher limits based on the available evidence of the road safety risk and to reflect their use as medicines, including:-

- morphine, used to treat pain – opiate/opioid- based medication that will metabolise (chemically change) into morphine and show in a blood test result
- diazepam
- clonazepam
- flunitrazepam
- lorazepam

- oxazepam
- temazepam, used to treat anxiety or inability to sleep
- methadone, used to treat drug addiction
- amphetamine, used to treat attention deficit hyperactivity disorder (ADHD) and Parkinson's disease is also planned to be included within the offence shortly, subject to Parliamentary approval.

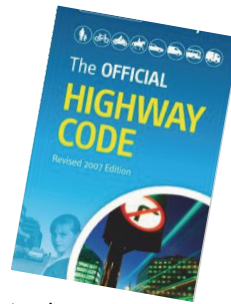
New research conducted by THINK! reveals that 1 in 5 (20%) of those surveyed know someone who has driven after taking illegal drugs. Almost half of those surveyed (49%) said that as a passenger, they would not feel comfortable asking a driver if they were under the influence of illegal drugs. Of those who admitted to driving under the influence of illegal drugs, 55% said they did so because they felt safe to drive and 60% revealed they had previously driven a car when they were unsure if they were still under the influence of illegal drugs.

Drugs can affect driving in numerous ways, ranging from slower reaction times, erratic and aggressive behaviour, an inability to concentrate properly, nausea, hallucinations, panic attacks, paranoia, tremors (or 'the shakes') to dizziness and fatigue. Getting behind the wheel in such a condition is dangerous for the driver, their passengers and other road users. If a person has taken illegal drugs they should not endanger others by driving.

Taking a mixture of drugs to 'sharpen up' doesn't work – in fact, combining drugs can have dramatic and unpredictable effects on a user's state and ability to drive.

Some medicines that are sometimes abused are also included in the new law.

However, if you are taking medicines as directed and your driving is not impaired, then you are not breaking the law.



**Haptic** comes from the Greek word **haptikos**, meaning to perceive and could be defined as the science of touch. Haptic technology has now assumed great significance in the pursuit of road safety. It will feature in future as we monitor the impact of this technology on safer driving.

**Vibration motors** are becoming widely used in the automotive sector. The most obvious application is using vibration motors for haptic feedback and vibration alerting functions. With so much information to be processed while driving, it is often considered that the human audio and visual sensors are saturated. Therefore, car manufacturers are using vibrations to communicate important safety information to the driver via their third sense, touch.

### Console and Dashboard Haptic Feedback

One of the big changes in automotive dashboard design over the last decade has been the introduction of the LCD display. Thanks to the demand of built-in GPS and increased control over sophisticated features, displays can be found in the centre of nearly all premium car dashboards.

More recently these displays have become touch-screens and, as with most touch screen interfaces, has been introduced to provide the operator with tactile information about button-presses. A cutting-edge trend in this area is the introduction of capacitive touch technology in dashboards. This reduces the number of mechanical switches that need to be embedded into the dashboard.

Tactile and haptic feedback is much more important in the automotive sector because drivers cannot be looking at displays to confirm whether a button has been pressed, and focus on the road at the same time!

## Advanced Vehicle Safety

### Haptic Feed Back and Vibration Alert in Automotive Applications

### Vibration Alerts for Safety and Warnings

With more sensors than ever before, cars are becoming more and more sophisticated at understanding their environment and reacting appropriately. Whilst some new features are automatic, such as seat belt tightening when a crash is imminent, many of the sensors are included to provide the driver with information. For example, parking sensors are now common place, using an audio alert to indicate how close an object is to the back of the car when reversing.

### A very refined vibro-alert

Instead of distracting lights or confusable alerting noises, information can easily be discretely transmitted to the driver through vibration alerting. The two areas most commonly used are the steering wheel and the seat.

Steering wheels can produce vibrations to notify the driver when a lane change is detected without indication. Alternatively, the seats can vibrate to alert the driver if they change lanes too slowly, or alert to other signs of driver fatigue. Using vibrating motors to provide directional haptic feedback might become common place as cars are equipped with ever more intelligent sensors.

An increasing number of commercial truck and van manufacturers are implementing similar technologies as these safety features become standard.

### Increasing Driver Comfort

Waking fatigued drivers & comforting road trips. A typical massage-enabled car seat like the one pictured will use 2 pairs of large vibrating motors. Two are typically placed at the base of the back and another two in the shoulder region.

*Precision Microdrives are working with the Automotive industry to improve road safety.*

[www.precisionmicrodrives.com](http://www.precisionmicrodrives.com)

# Safer Driving “Refresher Day”

You will have had your car serviced for winter (*you have, haven't you?*), to ensure that it is safe to drive. So why, with so many changes in road conditions, traffic behaviour and regulations, do most 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 your 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 have will be covered by a thorough discussion about:-

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

Includes a drive in your own car, accompanied by a friendly Observer, who will give you 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.

**\*concessions for 2 or more; only £20 each**

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



Group participating in risk assessment and problem-solving exercises

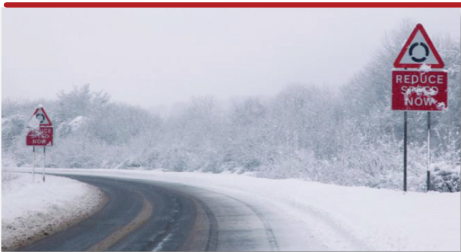
Personal guidance from experienced Observers, mentoring you to improve your skills and confidence.



## What drivers like you said about their Safer Driving “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 and 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

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



## Coming up shortly:-

**IAM “Skill for Life” Courses will restart on 1 March 2016.**

Each course comprises 3 consecutive weekly evenings, followed by drives in your own car, accompanied by an experienced Observer.

**Ring David Williams (01981 580382)**

## Safer Driving “Refresher Day”

**Friday 11 March, Hereford**

**For more information, ring Stella Boyd-Carpenter (01432 840835)**

**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**



**Hereford**

Events Calendar for 2016 : March - June					
Mar-01	Tues	1st evening	Safer Driving - Skill for Life	Much Birch	6.30-9.00
Mar-02	Weds	1st evening	Safer Driving - Skill for Life	Steensbridge	6.30-9.00
Mar-08	Tues	2nd evening	Safer Driving - Skill for Life	Much Birch	7.00-9.00
Mar-09	Weds	2nd evening	Safer Driving - Skill for Life	Steensbridge	7.00-9.00
Mar-11	Friday		"Safer Driving" Refresher Day	Hereford	10.00-4.00
Mar-15	Tues	3rd evening	Safer Driving - Skill for Life	Much Birch	7.00-9.00
Mar-16	Weds	3rd evening	Safer Driving - Skill for Life	Steensbridge	7.00-9.00
Apr-22	Friday		Safer Driving Refresher Day	Ledbury	10.0-4.00
May-10	Tues	1st evening	Safer Driving - Skill for Life	Much Birch	6.30-9.00
May-11	Weds	1st evening	Safer Driving - Skill for Life	Steensbridge	6.30-9.00
May-17	Tues	2nd evening	Safer Driving - Skill for Life	Much Birch	7.00-9.00
May-18	Weds	2nd evening	Safer Driving - Skill for Life	Steensbridge	7.00-9.00
May-24	Tues	3rd evening	Safer Driving - Skill for Life	Much Birch	7.00-9.00
May-25	Weds	3rd evening	Safer Driving - Skill for Life	Steensbridge	7.00-9.00
Jun-24	Friday		AGM	Wellington	7.00-9.00

We are also planning new courses next year, designed to help drivers regain confidence, deal with everyday issues including parking, reversing, cornering, navigating roundabouts, motorway driving and night driving.

Each session will cover a subject in depth, together with accompanied drives in your own vehicle. **See more about this in our Spring 2016 Magazine.**