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Summer Magazine

IAM
Herefordshire



Summer is when things heat up . . .

A glimpse of the obvious, maybe, but it's surprising how many drivers still get caught out every year, having not taken the necessary precautions.

See pages 4 & 5 and elsewhere throughout the Magazine, where you will find plenty of helpful seasonal tips and techniques.

STOP PRESS

The new Highway Code has just come out - are you up-to-date with what's changed in recent years?

The Highway Code features the very latest rules of the road, including the laws you should keep to in order to avoid fines, penalty points and disqualification; references to legislation upon which offences are based; advice on road safety and best practice; source material for many theory test questions.

The new Highway Code is available from bookshops: £2.50.

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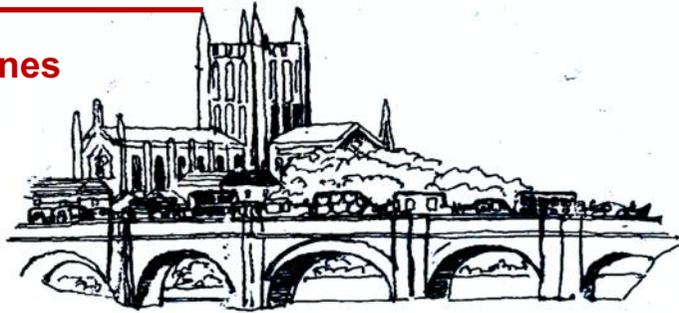
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Herefordshire headlines



Kath Watts
Chairman



Observation, Anticipation, Concentration.

These are all skills with which we are familiar and without which we would not be the drivers we are. Or would we?

Active Electronic Safety Systems are to be found in many cars these days with the intention of preventing accidents and saving lives.

Cameras warning us of a vehicle in our blind spot are set to be widely used. I wonder whether glancing at a camera takes less time than a quick shoulder check and good, regular use of rear view mirrors?

There are warnings to tell if we are veering over lane markings. Good if we are tired (don't forget we advocate having regular breaks on long journeys) but what if we want to overtake? However, there are Drowsiness/Alertness sensors to warn us of the fact that our driving has changed and we need to take a break.

Autonomous Emergency Braking systems use either cameras or radar to automatically brake in the event of a possible crash. Let's hope the driver behind us is alert to our movements or we may get a rear end shunt! Some systems are capable of altering seatbelt tension and making other in-car adjustments to lessen the impact of a crash.

In addition to these safety features, there is **Adaptive Cruise Control and Speed limit assistance** which reads speed limit signs and gives local speed limit information.

There is help available with Night Vision in the form of infrared sensors, and Adaptive Headlights which self-level so as not to dazzle oncoming drivers, which is an excellent idea.

I have to say Driverless cars are becoming more attractive! What are your thoughts and experiences of in-car technology?

Annual General Meeting:

Tuesday 30 June: Much Birch

As usual, we shall present our reviews of the past year and, of particular interest, our **plans for 2015/16**, which will be your opportunity to suggest improvements to our services to new and existing Members and Associates.

Our Guest Speaker will be David Higginbottom from **Driver First Assist** (www.driver-first-assist.org).

Driver First Assist is a not for profit organisation, comprising drivers (DFAs) who have been trained to provide life-saving first aid and manage the scene at a road traffic collision (RTC), prior to the arrival of the emergency services.

Also, you will have the opportunity to elect your Committee Officers for the coming year.

Your nominations will be most welcome, but please submit them to the Secretary before Monday 22 June 2015

I would welcome your comments about our new Website and Magazine

- Is the content what you find 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 (see panel at www.iam-herefordshire.org.uk)?



Your ideas will be welcomed by Bruce Foster. Ring him on 01544 319103 or email your stories or points of view to him at news@iam-herefordshire.org.uk.



Committee: 2014/15

President

Maj. Gen. Ted Willmott, CB, OBE

Chairman & Group Contact

01981 540382

Kath Watts

chairman@iam-herefordshire.org.uk

Group Secretary

01432 840835

Stella Boyd-Carpenter

secretary@iam-herefordshire.org.uk

Chief Observer

01981 580382

David Williams, MBE

chief-observer@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

Older Driver Days

01432 840835

Stella Boyd-Carpenter

secretary@iam-herefordshire.org.uk

News

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 have offered to demonstrate safety features of their cars at our **Refresher Day for Older Drivers, Leominster, on 3 August**

Thanks also to **BizzyCars** for their continued support (see advertisement below)

To Liz & John Tallis

As you all know, **Liz** has done sterling service as Group Treasurer for 5 years, with her husband John's support, in addition to his being Membership Secretary for the past year.

This is a deceptively difficult task for them to have undertaken, embracing financial and legalities of being a Charity.

We thank them sincerely for their invaluable contribution and wish them fulfilment in pursuing their other interests.



To Mike Leigh, Andrew Jenkins and the "Backroom" team

Those unheralded members of the Committee and other volunteers, who give their time, administrative and logistical support to setting up our events, help plan events - and generally make sure that we function efficiently!

To our team of Observers

- Iain Aird
- Jonathan Baker
- Paul Baker
- Mary Bevan
- Stella Boyd-Carpenter
- Ted Hayward
- Peter Hodge
- Phil James
- Andrew Jenkins
- Ann Nevelos
- Michael Oliver
- David Rose
- Robin Turner
- Kathleen Watts
- David Williams

Trainee Observers

- Linda Harding
- Diana Sessarago

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



Jargon Busting

Every job, every sport, seems to be riddled with it! To those not "in the know", it seems like some form of gobbledygook.

My concern is "are we - and the **IAM** - falling into the same trap?"

If we are, it will be severely detrimental to our relationship with the general public. Jargon develops amongst those with lots in common.

A shared knowledge/skill "shorthand," it is like being a member of a club, whether it's golf, soccer or cricket, fire service or the police.

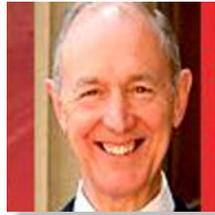
Roadcraft is studied by many of us looking to improve our driving skills, but it is written for a specific audience and is full of the jargon which has grown up around aspects of police driving and training.

The IAM has **How to be a Better Driver**, but even here, with a manual aimed at the general public, they use this same jargon. I sincerely hope when **HTBADD** is revised, we shall see a "plain English" approach and, in our review of training, get rid of the police-based descriptions and jargon.

As an example: why do we call a pre-drive safety check a **Cockpit Drill**? We are not flying an aircraft and neither are we doing a "drill" which implies learning a series of manoeuvres by rote, which is the complete opposite of what we actually intend.

We should consider very carefully the impact of jargon of any kind upon members of the public, since very often a lack of being "in the know" leads to isolation, withdrawal and feelings of inadequacy which is damaging, both to the person and the organisation.

Driving Horizons



David Williams
Chief Observer

My pet hate is **Commentary**. The very word seems to paralyse so many Associates - and some members, for that matter. What we want is for the driver to simply tell us what they see, assess what might happen and what they are going to do about it. It is an aid to the observer's assessment of the driver's use of "the System" - but even here, I'm falling into jargon!

So much of what we coach/mentor with advanced driving is about making the process of driving simpler, leaving the driver free to concentrate on improving their observation and anticipation, so leading to better decision-making - and a safer drive.

Let's not confuse the issue with unnecessary jargon, as if we are somehow superior because we are "in the know".

Perhaps we should start a petition?

I would welcome members' views.

Ring me personally on 01981 580382, or email chief-observer@iam-herefordshire.org.uk

David Williams, Chief Observer

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Safer driving in Summer



Driving in the conditions experienced in summer requires special attention. Often, road surfaces that have been hot and dry for long periods can become very slippery after a heavy shower.

In particular, on rural roads where there is often mud, the road can become a skid pan. Drivers should also be aware that during the better weather you are more likely to come across pedestrians, cyclists and horse riders.

During the harvesting months, there will be considerably more agricultural activity and tractor drivers, wearing ear defenders in soundproof cabs, who might not hear approaching vehicles.

Luggage carried on the roof of a vehicle will increase drag and increase fuel consumption and, in some circumstances, might affect the handling of the vehicle.

Tyres

High temperatures exaggerate any existing damage to rubber and under-inflation adds to the problem, causing frictional heating of the tyre possibly causing a puncture or even worse a blow-out.

Tyre pressures should be regularly checked and adjusted when necessary for carrying extra load. When towing, it is essential to check caravan tyres that might have been unattended for a long period.

Overheating

High ambient temperatures can aggravate cooling system problems. Low coolant level, damaged hoses and faulty electric fans can result in extensive - and expensive - damage. Examine all hoses and check that the cooling fan cuts in automatically, by running the engine up to normal temperature and then allowing it to idle for a time to ensure that the fan operates correctly.

Glare

Sun glare causes many accidents, so keep a clean, unscratched pair of sun glasses in your car. Avoid using reactolite glasses which darken in strong sunlight because windscreens filter UV light, so the glasses might adjust very slowly. Keep your windscreen clean to avoid light scatter and make sure that your wiper blades are not damaged.

Fatigue

High ambient temperatures and humidity can result in tiredness. On long journeys, take frequent breaks, keep hydrated and avoid heavy meals and alcohol. When driving, only take medications that do not cause drowsiness.

Footwear

The Highway Code (Rule 97) states that, before setting off, you should make sure that "clothing and footwear do not prevent you using the controls in the correct manner".

It is unwise to wear inappropriate footwear whilst driving, because this might be seen as a contributory factor in an accident.

Flat, thin-soled shoes with closed toes are recommended for driving.

Thick-soled shoes, such as trainers, walking shoes and some winter footwear, make it virtually impossible to feel the pedals sufficiently to judge the amount of pressure used on the pedals, which can result in loss of control and dangerous driving.

Similarly, wearing high-heeled shoes has a similar effect, because your heel needs to be on the floor in order to feel the pedals and high heels distort this.

Leaving shoes off is not a good idea either, because socks and tights can cause the feet to slip on the pedals.

Tips include those from TheAA and RAC



Big changes for the Big Boys

Two items spotted recently in the press might be of interest to rural dwellers.

The first reports the speed limit for tractors, being driven on roads, is to be increased from 20mph to 25mph, along with an increased weight allowance.

The second item again, in part, involving tractors, reports on the fact that the police are giving on the spot fines of £100 for anti-social driving.

In addition to tailgating and staying in the middle lane of motorways, which also incur 3 penalty points, fines have been given to tractor drivers failing to pull in to let other drivers pass and motorists who drive through puddles, thereby wetting pedestrians.

I have to confess sympathy towards tractor drivers, who must drive to an appropriate place in order to pull off the road, especially when towing a loaded trailer, so please be patient in these circumstances.

HGV Speed Limit Changes

From April 6th 2015, speed limit changes for HGVs weighing more than 7.5 Tonnes have taken place in England and Wales but remain unaltered in Scotland. On single lane roads, it increased from 40 to 50mph and, on dual carriage ways, from 50 to 60mph. Transport Minister, Claire Perry, claimed the higher speed would cut congestion, reduce dangerous overtaking and save haulage firms 11 million pounds per year. This change updates regulations established back in the 1980s when current HGV speed limits were introduced.

Remember to book your FREE 3-year assessment drive

What's in the boot?

Professor **Stephen Glaister** said "For drivers there is nothing more dangerous than single carriageway rural roads. In serious accidents, two thirds of car occupants die on this type of road. **Chris Peck**, Cycling charity CTC's policy coordinator said that the higher speeds could make accidents involving cyclists more likely. Clearly, in Herefordshire, where we have a great number of rural roads, it is important to take greater care as the impact of these changes take effect.

TPMS (Tyre Pressure Monitoring System)

TPMS is a safety feature that monitors the pressure and imbalance between the tyres. All cars sold in the EU after November 2014 must be fitted with **TPMS** of which there are 2 types of system:-

- 1. Indirect**, using the ABS sensors to measure and compare the wheel rotation speeds which are affected by tyre pressure.
- 2. Direct**, using radio sensors in the valve of each wheel to measure pressure.

Both systems will alert the driver to any variations beyond the norm. Tyre pressures should always be checked and adjusted when cold. Any vehicle fitted with run-flat tyres should always have **TPMS** fitted because these tyres are only designed to run for a limited mileage after a puncture, usually at a maximum speed of 50 mph.

This directive acknowledges the importance of maintaining tyre pressures at correct levels to vehicle safety on the road. Tyre pressures affect the handling response, speed capability and rate of wear. When a tyre is under-inflated, the vehicle will use more fuel and emit more carbon dioxide. **From January 1st 2015, cars fitted with TPMS will fail an MOT** unless the system is functioning correctly, so it will be necessary to have the system serviced from time to time.



Revisiting "dangerous roads".

There has been a lot written, in the press, about how "dangerous" our roads are, particularly in Herefordshire and our response has been to point out that it is drivers who create, in the main, the danger.

Please let me share with you two incidents which happened within a few hours of each other recently.

Returning from our recent "Safer Driving for Older Drivers" Day in Ledbury, I was driving north on the A49, between Ross-on-Wye and Hereford at the back of a string of three cars and a tractor, which was not, by any means, moving too slowly. We were approaching a cross roads just prior to a short hill with the 40 mph limit at the top, into Harewood End.

A car, being driven far too quickly, overtook the string of vehicles, obviously not having seen a vehicle coming down the hill out of Harewood End, nor the island and bollard just before the crossroads. Fortunately, the approaching driver was able to slow down sufficiently in order that the speeding driver was able - just - to drive round the island on the wrong side of the road and get back in place before an horrific accident took place.

A few hours later, on Saturday lunch time, again on the A49, I was travelling south on Dinmore Hill, where the limit is 50 mph and there are plenty of bends on the southern, downward, side. A sports car, being driven well above the limit, fogged the air with exhaust fumes as it raced past and was lost to sight over the brow of the hill.

I mention these two incidents because, had there been an accident, I have no doubt that the "dangerous A49" would have been cited, at least initially, as the cause

Kath Watts, Chairman.



Eye opener!

The "Times" reported recently that researchers have shown that one in five people with borderline vision would fail one of the standards now used to assess drivers' eyes. The standard requires a driver to be able to read an old-style number plate at 20.5 metres or the new style at 20 metres (about 5-6 car lengths), but two years ago the rules were changed to meet EU standards and drivers must now be able to read halfway down an optician's standard chart.

Research at Anglia Ruskin University tested a group of people with borderline vision and found that 20% passed one standard but failed the other, with 15% being able to read the number plate, yet failed the eye test.

Britain is one of a very few countries not to require people to undergo an eye test before getting behind the wheel but pressure is building for this to change. To drive safely a driver requires good depth perception and peripheral vision as 90% of the information we use for driving comes through vision. All drivers are required to ensure that their vision meets the required standard and at the moment this is voluntary. If you need glasses to meet this standard then you must wear them at all times whilst driving. The police have the power to require any driver to undertake an eye test in good light at any time and the penalty for driving with defective sight can range from a £1000 fine to disqualification.

Night-time vision can deteriorate with age and if you suffer with on-coming glare at night, you would benefit considerably from wearing night-time glasses.

If you are in doubt about your eyesight, you can take a test at www.vutest.com/seedrive/ If you fail this online test, you would need to see your optician, because you would probably not be deemed safe to drive.

As summer approaches and many people are choosing to holiday in the UK this year, we all need to plan to stay safe on long journeys.

Peter Rodger, IAM Chief Examiner, suggests:-

"Getting away on holiday is great fun, but it can also be hugely stressful, especially if you have the whole family with you. Make sure you prepare yourself, your car and your route beforehand, for a trip that'll has everyone smiling from start to finish:-

- **Share the driving if possible.** It makes more sense to spread the load of the different aspects of a journey. If there are two adults, it's the passenger's job to look after the kids, not the driver's. That way both the kids and the driving get proper attention.
- **Include regular rest stops,** preferably at least once every two hours. Make sure you eat sensibly, and drink enough fluid, especially if the summer turns out warm – dehydration destroys concentration quickly. When you make the stop, get out of the car and walk around.
- **Plan your fuel stops in advance,** especially if traffic is likely to be heavy. There's nothing worse than sitting in a traffic queue with the fuel warning light glowing. If budget is an issue try and plan to buy away from the motorway – service area prices tend to be higher, but running out on the motorway is both dangerous and can be very expensive.
- **Make sure you get enough sleep the night before a long journey.** If you feel tired, stop somewhere safe – this does not include the hard shoulder of the motorway. If you feel really tired, have a coffee and a 20 minute nap to give the caffeine time to take effect. If there's a long way to go, stop for a proper sleep.
- **Be sure to take something for the kids to eat, drink, look at and do.** When the inevitable request for one or more of these occurs, you'll immediately have something to hand to prevent a distraction occurring. Pack the car so that the kids can see of out the windows and so that the passengers feel they can move their limbs – it helps keep the mood cheerful. **Enjoy your holiday. . . ."**

On the verge

More than 700 species of wild plants - almost half of the native flora of the British Isles - are found on road verges, according to a recent study. They are often the last refuge for wild flowers and the wildlife there depends on them.

Many plants once found in meadows now only thrive beside roads, where they provide essential habitat for insects, says charity **Plantlife International.**

But it says one in 10 of the plants is at risk of extinction, in part because councils cut verges too early.

Local authorities say shorter verges are safer for drivers and pedestrians.

The **LGA** (Local Government Association) has said keeping road verges well-maintained means motorists have a good line of sight and allows pedestrians to walk more safely alongside busy roads.

The wild plant conservation charity says many of Britain's road verges are being cut down in full flower threatening the wildflowers and the wildlife that depends on them. It is calling on members of the public to sign a petition urging councils to do more to enhance the wildlife value of road verges.

Unfortunately, road safety is often compromised because signs are obliterated by overgrown verges - an on-going conflict between natural conservation and today's needs for efficient and safe road usage.



What the Observers saw!



Algernon says . . .

If you are going on holiday abroad and intend to hire a car, be aware of the following advice

After 8 June, motorists going abroad are being warned they might need to take a special code with them if they want to hire a car. This will show convictions for offences such as speeding.

Afterwards, the paper counterpart of British driving licences (which records endorsements and fines) will be computerised.

To obtain it, motorists will have to log on to the **DVLA** website beforehand.

The code is only valid for 72 hours, so anyone wanting to hire a car more than 3 days into their trip might need to have a new code generated whilst they are abroad.

For those who do not have internet access, a phone number will also be made available.

However, the code is not an official requirement and whether or not it is required will depend upon individual hire company's terms and conditions.

The **RAC** says many drivers are unaware of the changes. "Our research shows that, with just over a month to go before the paper counterpart to the photo-card licence disappears, 55% of drivers are not aware of the planned change," said RAC spokesman Simon Williams.



Belt and braces

The **DVLA** recommends destroying paper counterparts after 8 June.

However the **AA** is advising people to hang on to the document, in case some hire companies are unaware of the new arrangements.

"Not all car rental companies, or indeed traffic police abroad, will be aware of the changes, so a 'belt and braces' approach of also taking the counterpart might help," said AA president Edmund King. "Hiring a car abroad without a paper counterpart is not always a problem.

Just as some car hire companies do not currently ask for a counterpart, not all will ask for a code after 8 June."

British Vehicle Rental and Leasing Association (BVRLA) said the situation was still not clear.

"Due to the short notice provided by the **DVLA** and the need to test the new system thoroughly, many car rental companies are still finalising their plans for the UK and abroad,"

Old-style paper licences, issued before the photo card was introduced in 1998, will remain valid, but holders will still need a code to fully validate them.

To view a record of their convictions, motorists can log on to the "View My Driving licence" page of the government website.

They will need their driving licence number, their national insurance number and their home postcode.

The changes do not apply to driving licences issued by the **DVA** in Northern Ireland.



Driving and the Multi-Tasking Myth

Neuro-scientists have established that the brain is not hardwired to perform actions concurrently, though it is amazingly good at toggling extremely fast between tasks. When driving, if you are engaged in some other activity, such as using your phone or adjusting your Sat Nav, you might think that you are paying attention to everything around you - but you are not.

When **David Strayer**, Professor of Psychology at the University of Utah observed 56,000 drivers as they approached an intersection, the majority of drivers who were talking on their phone failed to stop in accordance with the traffic laws. It did not matter if the driver was using a hand-held or hands-free device. Even with both hands on the wheel and eyes on the road, the drivers' performance was impaired. A study at Brunel University also found that the number of accidents doubled with drivers who were eating or drinking, an activity which many consider to be inconsequential.

Loud music and conversation in the vehicle, especially at times when traffic conditions are difficult, have been suggested as being sufficiently distracting to impair concentration.

Recent figures show that 27,000 drivers were prosecuted for using a mobile telephone and government calculations predict that 1% of all drivers, some 100,000, continue to break the law using mobiles whilst driving, putting lives at risk.

To be safe in your vehicle, do not try and multi-task because you will become a danger on the road. You also risk a large fine and three points on your licence if found to be using a mobile phone whilst driving and even harsher penalties for driving without due care and attention.

Driving in a changing world

The Diesel Engine Debate

Recent debate seems to indicate that people are no longer being encouraged to buy diesel-engined cars and several local authorities are seeking to impose additional taxation on their use, due to increased health risks associated with diesel emissions. The Supreme Court have recently ordered the government to submit new air quality plans to the European Commission no later than December 31st. **The Society of Motor Manufacturers and Traders (SMMT)** have said that diesel is being wrongly targeted and that consumer confusion, over whether diesel engines are clean or not, might limit the adoption of the latest low emission vehicles and undermine the UK's efforts to meet strict air quality and climate change obligations.

The SMMT seeks to educate buyers about cleaner Euro 6 compliant vehicles:-

1. The latest diesel cars capture 99% of all soot particles, reducing nitrous oxides by 84% since year 2000.
2. It would take 42 million Euro 6 diesels to produce the same amount of nitrous oxide as a large coal-fired power station.
3. Without diesels, average fuel consumption in the UK would be 11% higher, an extra £315 million in fuel bills for British motorists.
4. 1 in 3 cars on UK roads is fuelled by diesel.
5. Approximately 900,000 diesel engines worth £2.8 billion will be produced in the UK in 2015, 85% of which will be exported.

The motor industry has produced a guide called Diesel Facts at www.dieselfacts.co.uk.

"**Which**" reported that for a driver covering less than 11,000 miles per year, petrol was a better choice and generally petrol cars are usually cheaper to purchase.

A problem can arise with particulate filters, if only short journeys are undertaken with diesels, which can be very expensive.

There has been a narrowing of the gap between petrol and diesel, so there is a lot to consider when making a choice.

STOP PRESS

DVLA website crashes. Widespread delays. See our website for updates



Members' News and Views

70 years behind the wheel - and still developing his skills as a safer driver



I was born in 192 in Llandrindod Wells. My family all moved to South Wales where, early in 1941, I obtained my first driving licence before volunteering and being selected, that year, for pilot training in the RAF Volunteer Reserve. Throughout the next 43 years - 35 as a pilot, Advanced Flying Instructor on piston and jet aircraft and, postwar, with No.541 (Photographic Reconnaissance) Spitfire Squadron and 8 years in civilian employment as Founder Manager of the then Woolwich Building Society's new Residential Training College in Chislehurst, Kent - the pleasures and conveniences of driving continued unabated around the UK, Europe and overseas in Aden, Malta and South.Africa.

Having finally retired and settled in Hereford, I made my first contact with **IAM Herefordshire** and, in April 1998, after successfully completing my Advanced Driving Test, I retained my membership and contacts for the next 12 years, before moving to Portsmouth and, four years later, to Mansfield in Nottinghamshire.

Throughout those years, I felt I had retained and benefitted greatly from the driving skills learnt with **IAM Herefordshire**, known then as **HAM** (Herefordshire Advanced Motoring), which had earned my sincere thanks and the credit for my 70 years "behind-the-wheel" with only one minor motoring accident in 1997, for which I was completely exonerated.

However, having recently returned to Hereford and, now 93 years of age, I felt it sensible to take advantage of an impartial, reassuring, "second opinion" of my continued fitness to enjoying driving, with its convenient access to family, friends and holidays within the UK.

Vincent Gough

Wing Commander, (retd.)
and IAM Advanced Driver
since 1998

With Rob Turner, after his
reassessment drive



Naturally, I contacted **IAM Herefordshire** again and was promptly made aware of your in-house "Refresher Day" option at Ledbury Community Hall, which seemed to meet my wishes and needs precisely.

Their well-organised Older Driver "Refresher Day" in Ledbury was, as predicted by Chairman **Kath Watts**, the ideal choice for me and for the many friendly, like-minded, senior citizens there, keen to benefit from brushing-up their knowledge of the Highway Code with informative presentations by professional driver trainer, **Tina Lawrence**, coupled with challenging, group analysis of factual, "real-life" motoring accidents. After lunch, my experienced Observer, **Rob Turner**, gave me my Public Driving Assessment which, with his good rapport and constructive debriefing, was enjoyable, helpful and, most importantly, relevant to the restoration of any lapsed driving skills. In brief, my day's experience could not have been bettered, bearing all the hallmarks of the professionalism and notable excellence delivered by **IAM Herefordshire**.

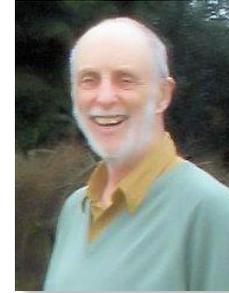
Editor's note:

At the Older Driver Day, Vince said "You'd never dream of flying in an aircraft with a pilot who had not been trained regularly and recently, so why don't vehicle drivers have to be tested on a regular basis, too?"

Good point



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



Mike Oliver
Observer

The value of I.P.S.G.A.

Taking a lady Associate on a demonstration drive to show and explain **I.P.S.G.A.**:-

- **Information:** travelling South on the A49, we emerged into the open area of Berrington Estate and the lovely iron fencing. In the distance, a long white trailer was sideways on to us and coming our way.
- **Position:** approaching a right hand bend, keeping as far left as possible because we were going to meet the lorry on the apex.
- **Speed:** making good progress, not excessive.
- **Gear:** correct in 5th.
- **Acceleration:** definitely not yet! We met the lorry on the bend and were confronted with a white van alongside the lorry, closely followed by a fire engine in full cry, both on our side of the road.
- **Action:** place wheels close to grass/road edge and brake firmly.

The result was that both vehicles squeezed though the gap, with a wave from the fire engine driver.

A narrow squeak. All over in seconds - but not an accident, thanks to **I.P.S.G.A.**

More Observations

"On Saturday 9 May I attended the second **IAM Skills Enhancement Day** at the Heritage Motor Centre, Gaydon, Warwickshire for drivers and riders. My companions on the journey were David Williams and Mike Lovelock. No pressure then for a trainee observer (me), doing the driving.

The day involved activities of five hours in total, two hours of on-road activities, two hours on theory or presentations and one hour on manoeuvring. On arrival, we were given a coloured card with printed instructions confirming the order in which we had been allocated to the activities.

My first activity was 'On Road' with observer Martin and two other IAM members. We each drove our own cars in turn, with the others as passengers. Because I am training to be an Observer, Martin suggested that I sat in the passenger seat and observed the others' drives. At the end of each of the 30 minute drives we all had the opportunity to comment on the drive with Martin giving useful tips and advice. Next up was 'Manoeuvring' where a section of the car park had been divided into parking areas with cones and fencing. We were shown how to parallel park and to reverse into a "driveway", with helpful advice given by the volunteers.

After a break for lunch, I had some spare time so took the opportunity to visit the motor museum. It reminded me of childhood visits to the National Motor Museum at Beaulieu in Hampshire. For the afternoon session there were six lectures on offer from which we could choose three - Highway Code - an interactive quiz, the art of Commentary (co-presented by David), Advanced Driving or Riding, Car and Motorcycle Handling, Quality Standards IMI and Masters. I chose the first three and they were all very informative with the audience asking good, pertinent questions.

The day was very well planned and I understand they were anticipating around 200 drivers and riders. All the organisers and staff were very helpful and nothing was too much trouble. All in all, an excellent day and very good value at only £25. We arrived at 9.15am and left at 4.45pm for a two hour journey home. Both David and Mike seemed happy with my driving, I think. I wasn't aware of any white knuckles or using the invisible brake pedal". **Linda Harding**

“Safer Driving” Refresher Day for Older Drivers



Leominster



Ross-on-Wye



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 day

“No pressure. Just friendly advice. Enjoyed the day tremendously.”

“Quite challenging at times; I enjoyed it, and hope it will prove beneficial to my driving. The friendly and encouraging atmosphere was great.”

“What I liked was that there were no tests or examinations. The trainers and Observers were really understanding and didn’t rush me.”

“Very well organised and thoroughly enjoyable”.

“I learned much more than on other courses I’ve attended”

To find out more, please ring Stella Boyd-Carpenter on 01432 840835 or go to our website (www.iam-herefordshire.org.uk/older-drivers)

Specially designed for drivers who have lost confidence, or need to update their skills, 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 rebuild confidence and independence.

Programme

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 anxiety for many.

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.

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

Please show this to friends and family who would benefit from a refresher

What’s on the road ahead?

Coming up shortly:-

1. AGM:

Tuesday 30 June: Much Birch,

Our speaker will be **David Higginbottom** from **Driver First Assist** (www.driver-first-assist.org)

2. Refresher Day for Older Drivers

Leominster: Monday 3 August

Ross-on-Wye: Friday 18 September

Ring Stella Boyd-Carpenter (01432 840835)

3. “Skill for Life”:

Much Birch & Steens Bridge: 25/26 August

Ring David Williams (01981 580382)

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

Events Calendar 2015			
June			
2 Tuesday (2nd evening)	Skill for Life Course	Much Birch	6.30 - 9.0pm
3 Wednesday (2nd evening)	Skill for Life	Steens Bridge	7.0 - 9.0pm
9 Tuesday (3rd evening)	Skill for Life Course	Much Birch	7.0 - 9.0pm
10 Wednesday (3rd evening)	Skill for Life Course	Steens Bridge	7.0 - 9.0pm
30 Thursday	AGM	Much Birch	7.0 - 9.0pm
August			
3 Monday	Older Drivers' Day	Leominster	10.0 - 5.0pm
25 Tuesday (1st evening)	Skill for Life Course	Much Birch	7.0 - 9.0pm
26 Wednesday (1st evening)	Skill for Life Course	Steens Bridge	7.0 - 9.0pm
September			
1 Tuesday (2nd evening)	Skill for Life Course	Much Birch	7.0 - 9.0pm
2 Wednesday(2nd evening)	Skill for Life Course	Steens Bridge	7.0 - 9.0pm
8 Tuesday (3rd evening)	Skill for Life Course	Much Birch	7.0 - 9.0pm
9 Wednesday (3rd evening)	Skill for Life Course	Steens Bridge	7.0 - 9.0pm
18 Friday	Older Drivers' Day	Ross-on-Wye	10.0 - 5.0pm
October			
27 Tuesday (1st evening)	Skill for Life Course	Much Birch	6.30 - 9pm
28 Wednesday (1st evening)	Skill for Life Course	Steens Bridge	6.30 - 9pm
November			
3 Tuesday (2nd evening)	Skill for Life Course	Much Birch	7.0 - 9.0pm
4 Wednesday (2nd evening)	Skill for Life Course	Steens Bridge	7.0 - 9.0pm
10 Tuesday (3rd evening)	Skill for Life Course	Much Birch	7.0 - 9.0pm
11 Wednesday (3rd evening)	Skill for Life Course	Steens Bridge	7.0 - 9.0pm

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