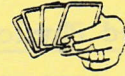


January 29, 1991

## NEWSLETTER

### CRIBBAGE CANCELLATION



Due to the visit of the C.D.S. on Tuesday, January 29, 1991 the usual cribbage night was cancelled and will be moved to Tuesday February 5, 1991. The usual cribbage night will be held Tuesday, February 26, 1991.

### UPCOMING EVENTS

Just a reminder that on Sunday February 10, 1991 at the Queen Elizabeth Theatre, the 15th Field Regiment Band will be hosting a Royal Salute in Celebration of the 90th Year of Her Majesty, The Queen Mother. Special Guests will be the Princess Patricia's Canadian Light Infantry Regiment Band, and the Pipes & Drums of the Seaforth Highlanders of Canada. Tickets are available at Ticketmaster.

### LADIES DINING-IN

Again a reminder of the upcoming Ladies Dining-In to be held in the Mess on February 16, 1991.

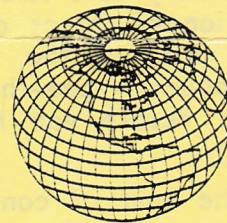
### TRIVIA

With the involvement of our forces in the Gulf War and the changes which have been forced on us over the past, I am reminded of a "quote" by a not so young individual a number of years ago:

"We trained very hard - but it seemed that every time we were beginning to form up into teams we would be reorganized. I was beginning to learn in life that we tend to meet every new situation by reorganizing, and a wonderful method it can be for creating the illusion of progress while producing confusion, inefficiency and demoralization.

Petronius Arbiter, 210 BC"

Thanks Doug  
Ed.



### MILITARY TIME-LINE

#### 50 Years Ago

H.M. armed merchant cruiser Forfar sunk. H.M. auxiliary cruiser Carnarvon Castle damaged by German raider in Atlantic. R.A.F. raid on Dusseldorf, two nights. Heavy air raid on London. First Western Desert offensive opens, delayed in order to send help to Greece. British capture Sidi Barrani; Western Desert prisoners over 20,000. R.A.F. raid on Mannheim, repeated three nights. Heavy air raid on Liverpool, repeated two nights. 35,949 Italians taken prisoner in Western Desert. Heavy incendiary raid on London: Guildhall and eight Wren churches hit. U.K. civilian casualties from German air-raids in December: 3,793 killed, 5,244 injured.





## EDITOR'S CORNER

In a continuing series on aging and driving we should consider the following:

### Impaired Physical Movement

As one ages, physical movement and activity become more limited. Muscles tend to weaken, individuals may become fatigued more quickly, and stiffness may develop in the neck and joints of the body. Although these changes occur differently and at different rates in each individual, it is important to remember that not just our eyes and ears, but our entire body may undergo some change. Regular and reasonable amounts of exercise, good nutrition, and regular medical examinations, are usually recommended to help maintain physical vigor. We can also conserve our strength when driving by pacing ourselves so that we do not become overly tired.



### Reaction Time

One of the most obvious areas of physical decline we may experience is in reaction time. As we age, the ability to respond quickly decreases, causing us to be slower in our reaction to traffic problems.

People who claim they can "stop on a dime", are really kidding themselves since the whole body must have sufficient time to accomplish a whole series of actions.

Let's review for a minute the steps we must take to stop a car. First, our eyes must see something requiring a stop, and that message must be sent to the brain. The brain in turn must decode the visual message, determine the best reaction, and send instructions to the foot to step off the accelerator and push down on the brake - not a small feat of engineering. When our body takes longer to complete these tasks, our reaction time is slowed and we must compensate by allowing more room in which to stop.

Many safety experts recommend that you allow one car length, or 6 meters (20 feet), between your car and the vehicle you are following for every 16 kmh (10mph) you are travelling. But in a real driving situation, it's often hard to judge multiple car lengths.

One reasonably sure-fire method of determining distance to follow is to pick out some stationary object on the road ahead - maybe a bridge, road sign, or pole. When the rear of the vehicle you are following arrives at the selected object, begin to count - one-thousand-one, one-thousand-two. If your vehicle arrives at the object before you have completed this two-second count, you are following too closely.

Even in the best of conditions, however, the two-second formula is just adequate. Since our reaction time is slower than it used to be, and because most road conditions are never ideal, we should apply a three-second following distance to our driving.

**The Value of a Smile!  
It costs nothing, but creates much.**



LCol. Vic Bridgette, Editor.

