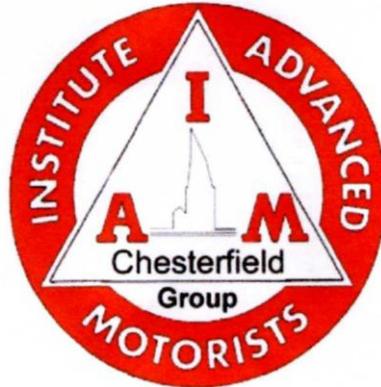


OCTOBER 2010



# CHALLENGE



CHESTERFIELD ADVANCED MOTORISTS

# NEWSLETTER

*IMPROVING THE STANDARD OF DRIVING AND ROAD SAFETY*



iam.chesterfield@gmail.com



iam chesterfield

REGISTERED CHARITY NUMBER 1017471: GROUP CONTACT BOB STONE 01246 568894

## GUIDANCE AND SOCIAL DATES

<b>SEPTEMBER</b>	
<b>SATURDAY 5th</b>	<b>Guidance 9.30am to 12.00 noon Sainsbury's Car Park</b>
<b>SATURDAY 11th</b>	<b>Guidance 9.30am to 12.00 noon Sainsbury's Car Park</b>
<b>THURSDAY 16th</b>	<b>Social see back page</b>
<b>TUESDAY 28th</b>	<b>Committee Meeting 7.30pm Chesterfield Library</b>
<b>OCTOBER</b>	
<b>SUNDAY 3rd</b>	<b>Guidance 9.30am to 12.00 noon Sainsbury's Car Park</b>
<b>SATURDAY 9th</b>	<b>Guidance 9.30am to 12.00 noon Sainsbury's Car Park</b>
<b>THURSDAY 21st</b>	<b>Social see back page</b>
<b>TUESDAY 26th</b>	<b>Committee Meeting 7.30pm Chesterfield Library</b>

## CONGRATULATIONS

**Clare Palmer** on passing her IAM Test... Observer Jan Creswell

Associate Members; **PLEASE** attend the forthcoming Sunday or Saturday guidance sessions which are held at the **SAINSBURYS CAR PARK** at 9.30 or 10.30am as per the list below. If this causes any difficulty, please contact **Ray Parker** on **01246 206959** so that other arrangements can be made. New joiners are welcome to come along at anytime during the morning for a free assessment drive, or you can phone Ray to arrange a drive at any suitable time.

**It is a fundamental part of your on-going training that you attend at least one, if not both of the guidance sessions each month. So please try to attend.**



Clare Palmer receiving her IAM Pass Certificate from observer Jan Creswell

## WELCOME

**ROSEMARY GOFF**

**OBSERVER... BILL HARRINGTON**

## PETER RODGER CHIEF EXAMINER

Will be spending the evening with us at the Club Chesterfield on the 25<sup>th</sup> November at 7.30pm

Thank you to the management of Sainsbury's supermarket for allowing us to use the rear car park for our Guidance sessions

## **SOME THOUGHTS AND A PLEA.... BY PRESIDENT MIKE**

Have you ever thought how the vehicle manufacturers arrive at their fuel consumption figures, especially the “extra urban” figure? It is usually a fairly unobtainable number as it bears no resemblance to the sort of driving any of us do – no cold starts, no detectable acceleration. No wind or weather resistance as it is done under strictly clinical conditions on an indoor rolling road. My particular official figures are between 38 and 62 mpg (if only!).

Call me a “rivet counter”, but I do keep a log of my fuel consumption, taken at each fill-up of between 300 and 500 miles and over the last three years my figures show the worst mpg to be 39 (winter time around town with few longer journeys) to 53mpg on one of my regular steady trips to see family in Salisbury – a return journey of 420 miles. I am really happy with the economy of my 2 litre diesel (also especially as it is in the same CO2 band as my wife’s Ka!) but I do wish the manufacturers would not advertise such unobtainable figures. What are your views?

Over many months now, I have often asked for your opinions on some of my articles, but apart from a few verbal comments on Guidance Sunday, very little comes into print for the entire group to read. Your views and opinions on any topic, not just in response to mine, are more than welcome and are really necessary if the newsletter is to flourish. The address is in the newsletter.....Richard is waiting for your contribution.

A few more interesting “did you know” facts.....you cannot use the channel tunnel if your car runs on LPG.

Sheffield FC formed in 1857, and now based in Dronfield, is officially recognised as the oldest football club in the world.....Question..Who was their first match against?

In Britain, roads account for 1.5% of all land area.

Napoleon was only 5feet 6 and a half inches tall.

Princess Anne has an HGV licence.

The Eiffel Tower is six inches taller in summer than in winter.

Counting from zero, excluding the word “and”, the first number to contain an “a” is thousand!

The word “queuing” is the only word in English with five consecutive vowels. Yes you can spell it like that!

In Britain, half of all appeals against parking tickets are successful, yet only 1% of tickets are appealed against.

According to car maker Porche, 60% of all their cars ever built are still on the road.

And finally....did you know that Methane gas is 23 times more harmful to the atmosphere than CO2.Just throw these into a conversation sometime!!!!

Last month’s temperature question -40 C and -40F are the same.

Now..... how is it possible to take two away from ELEVEN and leave something that is NOT ODD?

Try and stay safe and happy. Mike.

## **CHAIRMAN'S REFLECTIONS OCTOBER 2010**    **Reg Holmes Group Chairman**

Recently the very popular fictional T.V. police series 'The Bill' was taken off the television. It had been a regular feature for many years. To my mind, overall it had well scripted storylines with talented actors quite realistically portraying some close semblance to the everyday scenarios which face our police today. It will be missed by many ardent fans.

There are a number of other 'story type' police programmes and some are very good and very entertaining. Furthermore the video footage of rescues and major incidents is quite interesting though I'm not so sure that the people involved may see it that way.

However I feel we are being almost swamped by real video footage of police activity from several forces all round the country – indeed some are even from abroad at times. I'm told that the forces who take part in these real life situations do get a fee for their permission to use such footage on the television screen.

These programmes tend to follow a similar format each time filling our screens with car chases assisted by helicopter surveillance or sometimes we get police cars roaming the streets looking for suspicious cars or drivers to check out.

When they do apprehend someone there is every chance that the driver is uninsured, unlicensed and or disqualified and the car is often untaxed and without an M.O.T. Some drivers are influenced by alcohol or more commonly now, drugs. Often the police have to spend hours trying to establish the identity of the occupants of the car because lying comes quite easily to many nowadays.

Yet when the police do succeed in bringing the culprits to court they must be very disappointed with the punitive measures the courts hand out as justice. Apparently it is not uncommon for those same people to be caught doing exactly the same offences again days later. How frustrating that must be for the police.

I realise what we see on television has been edited from possibly hours of filming yet it still barely scratches the surface of the enormous problem of car crime facing the police in this country.

The police are doing an unenviable job trying to manage the problem of car crime and we must give them the resources and support to tackle it effectively and successfully and then hopefully, the courts will also grasp the nettle and deal more appropriately when they administer justice.

Safe and happy motoring

***Reg***

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Have you any comments about this article? Do you agree with Reg? What are the best police programs in your opinion, do you think they portray real policing or do you think that they play up to the camera.

Let's have your thoughts. [Challenge\\_copy@btinternet.com](mailto:Challenge_copy@btinternet.com)

# ROAD RAGE MAKES US WORSE DRIVERS IAM PRESS RELEASE

***Results from an IAM poll have found that most drivers regularly suffer some form of road rage, and nearly a third admit that anger with other road users makes their own driving worse.***

Of the 1,400 respondents to the online poll, 70 per cent stated that they got angry with other road users and 28 per cent felt that getting heated behind the wheel affected their own driving competence.

Tailgating was the behaviour most irritating to drivers, with 28 per cent classing it as the most provocative, while 22 per cent felt that others taking a call while driving was the biggest irritation. Centre lane hogging was also mentioned by 15 per cent and drivers also reported a long list of other irritants including aggressive driving, failing to indicate and bad lane discipline. IAM director of policy and research, Neil Greig, said: "It is good to see motorists disapproving of bad driving, especially mobile phone use which is on the rise, but it's worrying that so many still get angry when driving. With long commutes and increased congestion making driving particularly stressful, drivers must learn to manage the 'red mist'."

Worryingly, many drivers are ignorant of the law, with the poll finding that 33 per cent of drivers would read or send a text message while waiting in a queue of traffic. Almost 30 per cent would instigate or pick up a phone call, even though research suggests that this is just as distracting as using a hand held phone.

Over a third of drivers found passengers most distracting with more than 60 per cent saying they would be more likely to be distracted with passengers in the car.

The IAM survey revealed that the top distractions were:

- Passengers (30 per cent)
- Billboards and other advertising (24 per cent)
- Watching out for safety cameras (21 per cent)
- Mobile phones (13 per cent)
- In Car Entertainment (Five per cent)
- Sat navs (Four per cent)

Mr Greig added: "It's all about self control – good drivers spot the signs of potential road rage and do everything they can to steer clear of it. If you feel yourself getting provoked by other people driving badly, remember that rising above it is an act of safe driving.

If you feel you're reaching boiling point:

- Pull over and separate yourself from the cause of your anger – usually another driver.
- Never react with a gesture or use your car as a weapon of retaliation.

If you are the subject of road rage:

- Pull over to a safe, public place if you feel threatened
- Apologise for your own mistakes – a cheery wave does a lot to diffuse tension

# Do You Know Your Committee Member / Observer?

## Alan Morgan Public Relations Officer



My interest in motoring started in the '60 s when collecting car numbers and listening to the sound of cars changing gear. Like many young lads my first attempts to drive were on the farm in Kent where I helped in the summer getting the cherries in for market. At 12 years old a Land Rover Mk 1 lwb was my introduction which nearly ended with a movable object hitting an immovable object, i.e. a tree trunk! Next came a converted rear steer dump truck loaded with cherry boxes but you had to mind your thumb when cranking the starter handle.

Time passed and I started driving in 1967 first in a Triumph Herald 1200 then a Herald 1360, a Herald 1250 with a Vitesse front. Once passing the test in 68 it would be a long time before I owned my first car, an NSU Prinz 4L in 1971, new via the Daily Sketch for £653!! (My daughters just paid that for a service on a Audi A4!!) . It was a rear engine 600cc motor, a bit like the Hillman Imp. It didn't stop me putting pedal to the metal and historically I drove an early Austin Maxi to Cornwall and back to collect and tow back a strange configured trailer with the hitching over the rear wheel hubs.

I considered doing the IAM course way back in the 70's when my colleague took and passed his. It wasn't until '86 I did a couple of Sundays at Sheffield group and eventually joined the Chesterfield Group in 1989 and passed the test in August 1990, doesn't time fly, under the guidance of Reg Holmes.

I was elected onto the Committee around 1992. The Group encouraged and I endorsed, the putting back into the system what I had taken out. I took the Group test and under the encouragement of John Lomas honed my driving skills to take the Senior Observer test. When the position of Social Secretary became vacant for a couple of years, I took on board the mantle of publicity for the Group which developed into becoming the Public Relation Officer. This position I have enjoyed over the years enabling and promoting the Chesterfield Advanced Motorists at every opportunity. With the help of my invaluable "Motley Crew" and with the caravan in tow we have been represented at many of the major motoring functions over the last twelve years in and around Chesterfield.

I have a passion for road safety resulting in the Group winning the Dunlop Road Safety and RAC Auto windscreens Awards and strive to do more. I have enjoyed driving with some of the best drivers that Great Britain has given us i.e. Jackie Stewart, Nigel Mansell, Jonathan Palmer, David Bell and Quentin Wilson. I have enjoyed driving many marques of new vehicles from road cars, rally cars and Formula First single seaters at Brands Hatch, Silverstone and Oulton Park. But I hate driving a computer!!!

**ALAN**

# Automatics

BY RAY PARKER GROUP GUIDANCE OFFICER

**Automatics are simple to drive; yes you just put the gear lever into D for drive and forget about it.** Or so they say. But some of you will notice there is also a 3 and a 2 and a 1. Let's look again at driving an automatic car shall we. Firstly yes you can put it in D and drive around all day and for some cars with a small engine that is fine. The 3, 2, 1 are there for a reason. If you read my

piece from me doing a drive assessment with RoSPA then you will remember that I said use your 3<sup>rd</sup> gear for bends and hills etc. Well since then I have been using 3 and 2 quite a lot.

On roads with a series of bends it works very well to come down to 3 as this gives your car more stability and far better control of your speed through the bends. You have that extra bit of power should you need it also. 3 also works well in 30mph areas for the above same reasons. If you notice there are more 20mph areas showing up so I find putting my gear into 2 keeps me to that speed and the car does not run away with me. Coming down very steep hills you should bring your speed down and put it into 2 or even 3 depending on the severity of the hills

That is just a general guide as all automatics are different, some only have D, 2, 1 others may only have D so look at what kind of auto you have. Some even have the manual option as an override. Don't be afraid to try using lower gears they are there to be used, you just have to figure out how and when. So we are now down to 1. What can I say about that, the gearing is low so the times you need this gear will be few and far between if ever. Offhand I can't think of any time you would want to use it. Maybe coming along in a very slow queue of traffic or starting off on a very steep hill? I'm open to explanations on this one, There are quite a few of us observers with automatic cars in our group so come and talk to us and we can and will show you how and even give you a demonstration drive to help explain to you. I couldn't possibly write an explanation of all the types of Auto as I would be writing from now till forever. Take a good look at your driving manual that comes with the car as this too is a good source of information. Now when you joined our group we gave you a starter pack with all sorts of things inside. Now I do know there should be another write up on automatics so take a look at that too. If you can't find it come and see me and I'll try to obtain one for you.

Safe Driving

Ray

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## Did I read that Sign Right?

**In an office block:** Toilet out of order, please use floor below.

**In a Laundrette:** Automatic washing machines: Please remove all your Clothes when the light goes out.

**In an office:** Would the person who took the step ladder yesterday Please bring it back or further steps will be taken.

**In an office:** After coffee break staff should empty coffee pot and stand Upside down on the draining board.

**Outside a second hand shop:** We exchange anything – bicycles, washing Machines, etc. Why not bring your wife along and get a wonderful Bargain?

**On a repair shop door:** We can repair anything. (Please knock hard on Door, as the bell does not work).

## Drivers conflicted over cameras

An IAM (Institute of Advanced Motorists) survey, released today, found that most people agree with the government's policy to reduce safety camera funding, even though a significant majority are supportive of cameras in principle.

The survey of nearly 1,000 respondents\* found that 44 per cent supported government proposals to cut central funding of camera operations, with 30 per cent unsure or expressing no opinion and only 26 per cent opposed. Conversely, safety cameras received a 70 per cent approval rating overall.

Kevin Delaney IAM Head of Road Safety, said: "A lot of people like the idea of a camera on their street, slowing the traffic and making their area safer, but feel cheated when they confront one on a main road or in a different area. Rather than being purely hypocritical, it suggests drivers are seeing the lifesaving effects of cameras, but resent being caught out by them.

"It is the exact opposite of Nimbyism – everybody wants one in their own back yard, but nowhere else."

The figures show a big difference between the sexes, with 55 per cent of men supporting the switch-off, whereas only 33 per cent of women agreed. Women were 12 per cent more supportive of speed cameras than men overall.

Nearly half of respondents [49 per cent] believed revenue generation through fines was the main motive behind installing safety cameras, with 26 per cent feeling fines were not the motive. 26 per cent were either unsure or expressed no opinion.

Mr Delaney added: "The 11 year study shows that support has declined slightly over time, but that cameras have maintained a good level of approval overall among the motoring public. There are still many people who believe that safety cameras are primarily for raising revenue who need convincing that well placed safety cameras really do deliver fewer deaths and serious injuries."

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## MOTORWAY DRIVING – CRUISE CONTROL OR “ FEEL “

Alan Morgan

Further to the recent thoughts of cruise control on continental coaches I thought the item below I recently saw in the Daily Mail may resolve the question of the use of cruise control in general motorway driving. Using cruise control as a petrol saving measure is often recommended, along with checking tyre pressures, reducing load etc. The idea that it smoothes out the driver's accelerator input by preventing nervous "surging", over use of the accelerator being a major cause of higher fuel consumption. It also makes the driver take the long view of the road, rather than reacting to every change in the traffic around them. The trick with cruise control and being economical with fuel is to use it only on long, flat stretches of road. In one test using a Land Rover LR3 and a Ford Mustang, the Land Rover got almost 14% better mileage using cruise control set at 70 mph, rather than cruising at driver-controlled speeds between 65 and 75 mph. The Ford Mustang managed only 5%. However if you are on roads that are hilly, using your cruise control will probably increase your fuel consumption. Cruise control will tend to over throttle on the upgrades and retard on the downgrades, wasting the energy storage capabilities available from the inertia of the vehicle. Driving over rolling terrain can usually be performed more economically by maintaining a relatively constant throttle position and allowing the vehicle to accelerate uphill, while reducing power when cresting a rise and adding a bit before an upgrade is reached. Interesting article but not everyone has a Ford Mustang of some 4+ litres to compare it with. Perhaps worthy of your comments or comparisons with the current vehicles that we drive and whether you use or don't use the cruise control available on your vehicle regularly.



Eight of us gathered to go to Clumber Park to experience a ride on a Segway. On arrival we met Chris who owns and runs the Segway experience. He told us we would go round the park in two groups of 4. Myself and three others stood back to watch the rest receive their training to operate this two wheeled wonder. Now I have always said to people that you just can't fall off, or that what I heard on TV.

Whilst the four went off on their ride we all went on a short walk, but not before eating an ice cream, just what you need on a hot day. The tour by the way is a three mile route round Clumber Park on roads and forest paths etc. You have to remember that these things cannot be used outside of private grounds.....yet. They are very simple to use, you just stand on them and lean forward to move forward and lean back to brake and go in reverse. You have a handlebar in front of you which you move (not turn) right or left depending which way you want to turn. Well that's all I will say on how to handle them, I'll leave it to Chris to tell you more if you go and have a go.

First party returns and then it's our turn. Out of the first party one member was very unsure about it all but when they came back this member had the biggest grin I have ever seen, obviously enjoyed it.

Yes it's quite easy to operate them. Chris was just giving everyone a warning about reversing and turning and I thought I would try. And guess what, yes I fell off. Now that got us all laughing and I didn't hurt myself. Off we went on our tour. The top speed of these things is only 12mph but it does feel faster. There were quite a few people in Clumber that day and I have to say they all stop and stare at you, but that doesn't matter. And I will repeat that you have to be aware that we are on roads along with cars and bikes etc. Now it's not easy to look behind you at first but that comes with practice and going off road you need to flex your legs a little. All in all it is a lot of fun.

Time now to say to you give your names to Sue Wheatcroft to book yourself on a tour. The cost is twenty pounds each and you get about forty five mins and that includes the first bit of instruction. I for one will be going again. Whilst talking to Chris he told me they are planning a better route with obstacles and another that you will be able to race with them. The other venue they use is Rother Valley Park near Rotherham. But I have to say Clumber is very good.

Come on people lets all get out there and enjoy a Segway Tour, it's fantastic.

## **AVOIDING TAILGATING** Mike Bond Staffordshire group via IAM Internet forum

I have recently met drivers who are concerned about this practice and I intended writing an article on the subject but on searching for relevant facts I came across this article which on reflection I couldn't better so with due acknowledgements to Worcester Group and the Author it is here reproduced for home consumption in Chesterfield and I would be pleased to receive any comments you may wish to raise. Surely there must be some.



A common complaint from new Associates is "I am encouraged by my Observer to conform strictly to speed limits but this appears to attract the problem of tailgaters!"

*Some answers are provided below by Mike Bond*

Firstly, it may be helpful to appreciate that there is a difference between tailgating and driving too close. Tailgating is a wilful, deliberate and cynical attempt to intimidate another driver, instances of which are mercifully few (certainly in this country). Driving too close, however, is prevalent, and arises for various reasons.

- 1) Ignorance - most drivers just don't know about reaction times.
- 2) The lemming approach - everyone else is doing it.
- 3) Late for an appointment or meeting.
- 4) Preparing subconsciously for an overtake.
- 5) A reluctance to accept the speed of the flow, together with an urge to go faster.

I believe that in 95% of instances of being followed too closely (a reminder, a minimum of 2 seconds on dry roads, 4 secs in the wet), it is possible to influence the driver behind to back off. Here are some ideas that work for me.

**1) Built-up areas.** Adhere rigidly to the speed limit (where safe to do so).

If you exceed the limit by just a few miles per hour, you have already indicated to a following driver that you don't mind speeding. It then becomes an issue of by how much. So, you may expect the following driver to close up on you in an attempt to urge you to go even faster.

It helps to know the degree of inaccuracy of your Speedo. Mine registers 32 mph at a dead 30 mph (and 76 at 70). A following driver will be suspicious of why you should be driving at exactly 32 and not 30. It is unusual behaviour and they will tend to pull back. At the same time, keep well left where you can. This conveys the message that they are welcome to overtake you.

An alternative suggestion to this is, if I position to the left, I may invite an overtake at an illegal speed and, if a crash then occurs, I may feel a little guilty, having given an "invitation". I prefer to position consistently in the lane centre on straight roads, to indicate that I don't expect an overtake, and will only move to the left once a following vehicle has actually begun to overtake. If I am followed at a dangerously close position I will take a left turn (into a busy place such as a filling station just in case I am followed in by an annoyed driver).

Use acceleration sense. When you clear a restricted area or a hazard, move smartly up to a faster speed, appropriate to the conditions. Very few drivers use acceleration positively, and are surprised by those that do.

Continued on page 10

**2) Rural roads.** If you are followed too closely on a rural road, this can signify that you are not keeping up with the flow. However, remember that the following driver may be prepared (or be ignorant enough) to drive at a speed greater than that in which he can stop in the distance seen to be clear.

Generally speaking, if vehicles in front of you are progressing at a respectable speed and you are maintaining a good 2 second gap, it is reasonable to assume that it is safe for you to be doing the same speed. And if you practise and develop your cornering technique (see Roadcraft), the likelihood is that you will be getting round most bends faster and more stylishly than those behind. So, providing you are meeting their expectations, they will give you space. Maintain the gap but keep up with the flow. Remember that by far the greatest majority of motorists are comfortable at 50 mph or less on rural roads. If you can keep your own speed up, you are unlikely to be followed too closely.

**3) Motorways.** Here it is all about style. Don't be afraid to use lane one. Many car drivers won't because they don't have the skills to get out again. Signal a lane change in plenty of time - allow 5 seconds before you start to move out. This gives those behind time to react and make any necessary changes to their driving plan. Try to glide out into a pre-planned space, rather than nipping out quickly as do most others. When moving back to a slower lane, imagine you are towing a caravan. Leave enough room for others behind. That way, you will not force a following driver to overtake you because he has insufficient room to follow you over. One way to do this is to wait until both headlamps of the vehicle you are overtaking appear in your centre mirror before starting to move back.

Develop the confidence to know that when you signal to move over, someone will let you in. They usually do if given sufficient time. Try to make every manoeuvre on the motorway smooth, decisive and pre-planned. However, please remember that your signal is just a request. Don't move into the path of a vehicle which is gaining on you - the driver may not be aware of you and any collision, braking or swerve by that driver will be blamed on you.

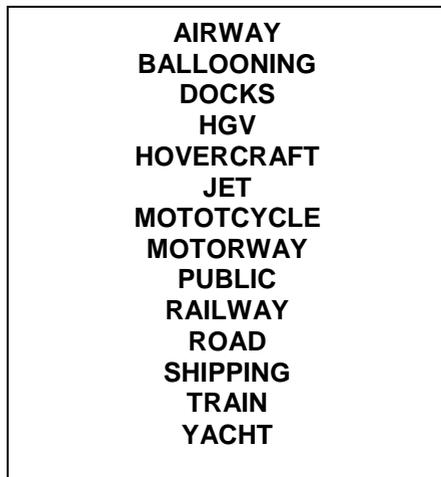
If you are part way into an overtake in lane 3 and you spot a faster moving vehicle approaching from behind, do not be tempted to speed up (you'll soon tell if it is a cop - then you might want to get out of the way). Instead, repeat your RH signal as soon as you spot them and whilst they are at least still 200 metres behind. Do not wait until they are on top of you. This second signal tells the following driver three things. Firstly, that you have seen them and acknowledged their presence. Secondly, that you are going to complete your manoeuvre. Thirdly, that you won't be intimidated into going faster. Most will slow down and keep their distance. Then signal left to show that you are giving way. However, be aware that tailgaters often get even closer when you signal left, so consider not using it in this instance.

Your behaviour will rub off on all those drivers that saw your handling of the situation and may even influence the one that came up behind you such that they will change their mind about their overtake and tuck in behind you. Sceptical? Try it. Practice it. It does work.

I have on occasions shown my brake lights to a following vehicle and it seems to work, but I am not generally in favour. It is more likely to antagonise than the repeat signal technique.

**4) Stopping in town.** "Tyres and tarmac" is not enough. Leave a good car's length in front of you. Vehicles stopping behind you will tend to copy.

## TRANSPORT WORD SEARCH



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## Chesterfield Advanced Motorists Forums

Hi all, this is the link for our forums,

<http://chesterfieldiam.forumup.co.uk/index.php?mforum=chesterfieldiam> at the top of the page you will see Register, click on that and fill in just what is needed. You will get an e-mail confirming your registration and you need to follow what it says. As they are now you can read them without registering but you won't be able to take part. Once I see your names as registered I will activate your membership.

The idea is to have the forums for people to take part, ask questions and post information. If you find interesting articles you want on the forums send them to me and I will put them on. If the article is in word only then you can just copy and paste.

I'm hoping this takes off and it is not intended to take the place of our website

Ray (Guidance Officer)

# Safety Tips

RAY PARKER GUIDANCE OFFICER

Let's take a look at a few safety tips you need to think about. Driving along on your journey or especially as a passenger have a good look at how other road users drive. Another good way is to park on a motorway bridge and take a long hard look.

Firstly, Lorries. You've heard the saying if you can't see his mirrors then he can't see you. Well it is very true as he has blind spots too, maybe more than a car driver does. If ever you get the chance to sit in a lorry have a look at what he can see, it's surprising. Buses and coaches have the same problem.

"Only a fool breaks the two second rule". Never a true word has been spoken. You have to be able to stop in the distance at which you can see to be clear. On long journeys and short ones too it is all too easy to creep up on the vehicle in front of you without even realising it. So pick a spot and try it, then drop back to a safe distance.

The law now says £60.00 fine and three points on your licence for driving and using a mobile phone. People still do it; they have no thought whatsoever about other people. These are the types you see on TV smashing their car up and hurting someone and then they walk away. Just how do they get away with it?

Overtaking. We talk about this often and the one big thing we try to get across to drivers is look over your right shoulder before indicating and before pulling out. Your blind spot can easily hide a car or even worse a motorcyclist. You need to know who is there. It is the same before you pull back into your lane look over your left shoulder.

One other instance to look left is as you are passing a slip road onto the motorway. As you approach you need to look and as you pass you need to look. At the same time you need to know what is coming down the right hand lane. Can you pull out into lane three safely if needed?

Car tidiness, make sure you have nothing loose rolling around in the car boot or on the floor. There can be nothing more distracting then hearing a bottle or can rolling. Pretty soon you may reach over to try to catch it as people often do. The outcome can be catastrophic so keep your car clean and tidy.

Keep the inside of your car at a reasonable temperature. If you're too hot you will tend to feel sleepy more often. Set your controls before the journey begins, it's far safer that way. Use your air con, I don't think it uses that much more fuel. I keep a record of my fuel usage and it doesn't seem to alter that much when I have the air con working.

Safe Driving

**Ray**

HOW WOULD YOU LIKE  
**A £40 THANK YOU?**  
FOR MAKING A PHONE CALL?  
**INTERESTED?**

**Read on – it's quite easy with the right information:**

We are an independent company specialising in residential lettings, who offer a more personal and friendly service **that's** often lost by the larger letting agencies.

**WHAT YOU HAVE TO DO** (It's easy but it's not a free lunch)

Do you know of any of the following:-

- A property landlord who is not receiving the service they deserve from their current letting agent?
- Or a home owner who is having difficulty selling their home, who may benefit from renting out their property. (Short or long-term!)
- Or simply a landlord who has vacant property?

If so then please contact Jeff on **07702 231926** quoting reference **CHIAM**. As we have a Solution for each of the above Problems.

Upon completion of a tenancy agreement we will give **YOU £40 and donate £10 to the Group** (per property) **as a small thank you for your introduction**.

We offer a comprehensive service to both landlords and tenants. **Plus as a big thank you** to the landlord we offer **All new landlords free rent** guarantee insurance.\* **on each property on their initial let**.

**\*The tenant must pass their full reference checks (excludes DSS / benefit claimants).**

.....  
**This is happening now!\*** sent in by Val Newbould

> \*Sad, especially if you are inclined to 'help' other people...\*

- > While driving on a rural end of the roadway on Thursday morning, I saw
  - > an infant car seat on the side of the road with a blanket draped over
  - > it. For whatever reason, I did not stop, even though I had all kinds of
  - > thoughts running through my head. But when I got to my destination, I
  - > called the Police and they were going to check it out. But, this is what
    - > the Police advised even before they went out there to check....

>

- > "There are several things to be aware of ... gangs and thieves are now
  - > plotting different ways to get a person (mostly women) to stop their
  - > vehicle and get out of the car."

>

- > "There is a gang initiation reported by the local Police where gangs are
  - > placing a car seat by the road...with a fake baby in it... Waiting for
  - > a woman, of course, to stop and check on the abandoned baby"

>

- > "Note that the location of this car seat is usually beside a wooded or
  - > grassy (field) area and the person -- woman -- will be dragged into
  - > the woods, beaten and raped, and usually left for dead. If it's a
  - > man, they're usually beaten and robbed and maybe left for dead, too.

>

> **\*DO NOT STOP FOR ANY REASON!!!\***

>

> **\*DIAL 9-9-9\* AND REPORT WHAT YOU SAW, BUT DON'T EVEN SLOW DOWN.**

## *How to achieve good vision while driving during a heavy downpour.*

We are not sure why it is so effective; just try this method when it rains heavily. This method was told by a Police friend who had experienced and confirmed it. It is useful.... even driving at night.

Most of the motorists would turn on **HIGH or FASTEST SPEED** of the wipers during heavy downpour, yet the visibility in front of the windshield is still bad.....

In the event you face such a situation, just try your **SUN GLASSES** (any model will do), and miracle! All of a sudden, your visibility in front of your windshield is perfectly clear, as if there is no rain.

Make sure you always have a pair of **SUN GLASSES** in your car, as you are not only helping yourself to drive safely with good vision, but also might save your friend's life by giving him this idea..

Try it yourself and share it with your friends! Amazing, you still see the drops on the windshield, but not the sheet of rain falling.

You can see where the rain bounces off the road. It works to eliminate the "blindness" from passing semi's spraying you too.

Or the "kick up" if you are following a semi or car in the rain. They ought to teach that little tip in driver's training. It really does work..

## ***This warning is a good one! I wonder how many people know about this~***

A 36 year old female had an accident several weeks ago and totalled her car. A resident of Kilgore, Texas she was travelling between Gladewater & Kilgore. It was raining, though not excessively, when her car suddenly began to hydro-plane and literally flew through the air. She was not seriously injured but very stunned at the sudden occurrence!

When she explained to the highway patrolman what had happened he told her something that every driver should know - **NEVER DRIVE IN THE RAIN WITH YOUR CRUISE CONTROL ON.** She thought she was being cautious by setting the cruise control and maintaining a safe consistent speed in the rain. But the highway patrolman told her that if the cruise control is on when your car begins to hydro-plane and your tires lose contact with the road, your car will accelerate to a higher rate of speed making you take off like an airplane. She told the patrolman that was exactly what had occurred.

The patrolman said this warning should be listed, on the driver's seat sun-visor - **NEVER USE THE CRUISE CONTROL WHEN THE ROAD IS WET OR ICY**, along with the airbag warning. We tell our teenagers to set the cruise control and drive a safe speed - but we don't tell them to use the cruise control only when the road is dry.

The only person the accident victim found, who knew this (besides the patrolman), was a man who had a similar accident, totalled his car and sustained severe injuries.

# **GREENER DRIVERS BEFORE GREENER CARS, SAYS**

## **IAM DRIVE & SURVIVE**

With companies beginning to renew their fleets as the economy picks up, IAM Drive & Survive calls for fleet managers and business drivers to invest in eco-driver training to improve their efficiency.

Simon Elstow, IAM Drive & Survive Head of Training said: "Companies no doubt consider green credentials when buying new company cars, but they may not realise how much more efficiently their employees could be driving them.

"Simple techniques such as advanced anticipation, intelligent route planning and speed control can increase your fuel economy by 50 per cent, as well as getting you from A to B a lot quicker."

"Ecolution, our fuel-saving driver training course, has increased the MPG of one company's fleet by nearly 30 per cent: a huge saving in terms of fuel bills. Efficient driving also means reduced wear and tear on the car and a better resale value, and less frequent car replacement which is an eco-burden in itself."

Employers and individuals, mindful of their CSR and environmental responsibilities, are increasingly seeing their car as a catalyst for green change. A forthcoming IAM report *Motoring Facts 2010* has found that companies are opting for more fuel efficient vehicles, with twice as many new diesel company cars as private cars being registered every year.

Mr Elstow continued: "While companies are looking into providing greener vehicles for their fleet, we advise them to do the job properly and look at how improving their business drivers' skills could also save them money and reduce their CO<sub>2</sub> emissions."

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**DO YOU HAVE AN E-MAIL ADDRESS?** JEFF SNAPE GROUP TREASURER

### ***If so then please read on***

We have had occasions whereby if any breaking news or updates are needed to be sent out between newsletters it has been difficult to get this information out to members quickly.

It would help greatly if we could deliver this information via e-mail. Would all members who have an e-mail address please send an e-mail to [jeff.snape@btinternet.com](mailto:jeff.snape@btinternet.com) putting your name and post code in the subject field.

Would members who have provided their e-mail address in the past also do the above, this will ensure that we have the correct e-mail address for members.

Please be assured that members e-mail addresses will only be used for group use and will not be passed on to any third party.

*Thanking you in anticipation*

## **Wheel clamping restrictions**    COMMENTS BY THE IAM

Neil Greig, IAM director of policy and research, said:

“The IAM has actively sought an end to unfettered wheel clamping for many years. Wheel clamping is a disproportionate penalty in many situations and is universally unpopular among drivers.

“Current licensing systems do not appear to have had a major impact on the worst excesses of cowboy clampers and the time is now right for a wholesale review of parking controls. Banning wheel clamping in Scotland has not produced any obvious problems. The IAM has been working with the parking industry to improve the self regulation of parking on private land and it is important that the government plays a more active role in improving the whole industry.

“As well as banning wheel clamping, controls will still be needed on penalty charges, removal of vehicles, the role of private landowners and the use of DVLA information to track offenders.”

---

## **Child collisions in high risk areas**    COMMENTS BY THE IAM

Neil Greig, IAM director of policy and research, said:

“Back to back houses, on-street parking and fewer gardens are some of the features of less affluent areas which could mean children being more exposed to risk.

“With public spending becoming tighter, area-wide improvements are unlikely to happen as quickly in future, so drivers need to be extra vigilant around any area where children might be playing.

“Drivers should avoid using local rat runs, but if you have to don't take them for granted, keep your speed low and keep an eye out for pedestrians between parked cars.”

---

## **Independent driving is a welcome step forward, says the IAM**

The IAM supports the DSA ending publication of driving test routes in favour of 'independent driving' from October 4.

Peter Rodger, IAM Chief Examiner, said: “Making the test more true to life is a definite step forward - the more realistic the examination process the better. All new drivers have to learn that multi tasking - controlling the car, looking out for hazards and planning ahead while navigating - is an integral part of day-to-day driving.

“Driving instructors will no doubt learn the routes over time, and use them when teaching, but there is at least some reflection of reality in that most of us drive familiar routes most of the time.”

## Freeloading students: pack safely

Driver safety may not be the first thing you think of when heading off to university, but the IAM (Institute of Advanced Motorists) has urged students to prepare properly before moving their worldly possessions across the country this month.

Peter Rodger, IAM Head of Driving Standards, said: “The roads are already filling up with heavily-laden, small, second-hand cars and student drivers face risks such as fatigue, objects blocking their view and unfamiliar roads.

“When you’re packing a car with enough stuff to last you a year it’s easy to lose interest and throw the last few small items in loose. But bad packing can be dangerous if you brake, and you could be prosecuted if your baggage looks unsecure.

“University life is fantastic; students shouldn’t risk anything by packing the car badly.”

IAM advice for the drive ahead:

- Pack belongings securely - loose objects can be distracting and if the driver needs to brake sharply unsecured items could fly forward and hit those sitting in front
- Where possible pack heavy items in the boot, and as low as possible
- Loading a car until it’s ready to burst can obstruct the already dangerous ‘blind spot’ view further, making the driver more vulnerable when changing lanes. Loads should be made as small as possible and positioned to enable a clear view. Students should take essentials on the first trip and ask their family to bring more items later if they don’t all fit in
- A long drive can lead to fatigue, so drivers should get plenty of rest beforehand. For the journey wear comfortable, loose clothing. The driving seat should be adjusted to a safe upright position and the heating/air-conditioning set to a cool – not cold – temperature. You should take a break at least every two hours, and driving at night should be avoided
- Having a full car will use more fuel; keep an eye on the fuel level to make sure you don’t suddenly run dry. Running out of fuel on a motorway puts your safety at risk, and it will be very expensive to call out help to top you up
- Check tyre pressures before setting off. Tyres on a full and heavy car usually require higher pressure. The right pressures prevent unnecessary wear, excess fuel consumption and potentially dangerous blow-outs
- Driving on unfamiliar roads can be unnerving. Sat navs can help and enable the driver to re-route quickly and relatively easily, but can be expensive. It’s always best to plan the journey before hitting the road, using a map or online journey planner

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*DATA PROTECTION ACT.*

Details which members have supplied to the group are held on a database for the groups own use. If you object to your details being held in this way, please inform the secretary in writing.

The contents of this Newsletter are purely the views of the contributors and do not necessarily constitute the views of the Editor, the Institute, or the Chesterfield Group of Advanced Motorists.

COMMITTEE MEMBERS

**VAL NEWBOULD: JOHN NORTH:  
CARL JONES: ROGER BATES: ANNE FOSTER**

**THURSDAY 21<sup>st</sup> October 2010  
AT THE CLUB CHESTERFIELD  
7.30pm  
TIME BANK UK**

Time Bank UK was established as a charity in 2001. It is an organisation which encourages 'give and take' within society. Services currently include house sitting, dog walking, gardening, decorating, help with computers and reflexology to name just a few. Time Bank has recently linked up with the Royal British Legion.

Please come along and support our social evening, it's a great way to meet up with everyone.  
Raffle tickets will be on sale as usual, proceeds of which go towards group funds.

**THURSDAY 18<sup>th</sup> NOVEMBER 2010  
AT THE CLUB CHESTERFIELD  
7.30pm  
James Adams. Parking Enforcement Manager DCC**

Come along and take part in a lively discussion about parking issues and how they affect you. Maybe you're not too happy about them and you'd like to share your views. James will give a short presentation and then take questions!

Please come along and support our group's social evening. It's a great way to keep in touch. Bring your friends too. Raffle tickets will be on sale.



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