

OCTOBER 2012

ISSUE 10 /12



CHALLENGE  
***CHESTERFIELD ADVANCED MOTORISTS***  
**GROUP NEWSLETTER**



**DARLEY DALE FESTIVAL OF TRANSPORT 2012**



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**REGISTERED CHARITY NUMBER 1017471**

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### DATA PROTECTION ACT

PLEASE NOTE - Details that members have supplied to the group are held a database for Groups use. If you object to your details being held this way, please inform the Secretary in writing.



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**ASSOCIATE MEMBERS –**

**PLEASE** attend the forthcoming Sunday &/or Saturday guidance sessions at the **SAINSBURYS CAR PARK** as listed in 'What's On'.

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.**

**WE THANK THE MANAGEMENT OF SAINSBURY'S SUPERMARKET FOR ALLOWING US TO USE THEIR CAR PARK FOR OUR GUIDANCE SESSIONS**

+\*\*\*\*\*+

**WELCOME TO NEW MEMBERS**

- |                 |                             |
|-----------------|-----------------------------|
| Karen Shepherd  | Observer is Robert Lee      |
| Ann Sharp       | Observer is Bill Harrington |
| Catherine Sharp | Observer is Jan Creswell    |



## 2016 and beyond . From the President

Having just celebrated our Golden Wedding (yes I know my wife deserves a medal as big as a dustbin lid!!) it made me think about another anniversary. Our Group was formed in January 1976 as a sub-group of Sheffield, becoming a full Group a few months later when the statutory numbers was reached. So our 40<sup>th</sup> anniversary will be in January 2016, which at first seems ages away, but it is only just over 3 years, and the way time flies, will be upon us before we may realise. You may wonder why it is being mentioned now, but things take time to organise and so I issue this challenge..... How can we celebrate this milestone? Ideas could include a formal occasion for the Group and friends, an event involving us and other groups, an event involving the public, a huge charity Gala, a “one off“celebration in some form or other, or a full year of organised events for maximum publicity.....it’s over to YOU.

Read a very encouraging article in the Motoring section of The Mail On Sunday recently (other Sunday papers are available!) concerning the state of the British car industry. Here are a few facts... 1.5 million cars are being produced each year, with a turnover of £50 billion and 11% of total exports. The map of productivity is as follows... North and North West- 6 factories including Nissan, Land Rover, Bentley , The Midlands..12 factories including Toyota, Jaguar, BMW, Aston Martin, ..the Oxford area , 10 factories including Cosworth, Mercedes F1, Red Bull Racing, Team Lotus, Williams F1, Honda....the South East, 7 factories including Ford,GM, McLaren F1, and Rolls Royce. Finally, 5 other regions including Caterham F1, Ford engines and Lotus. That makes a total of 40 outlets of the finest British Engineering. If only other sections of industry could boast such a healthy state.

More next month..... stay safe and happy Mike

# Thoughts, Reports and Retorts

**From the chairman.**

**Cancellation.** That seems to be the “in word” at the moment, well certainly as far as our driving experiences are concerned here in Chesterfield and Matlock. First there was the Market venue, followed by the intergroup challenge and a recent quiz night at Matlock, all of which were necessary due to lack of support. What is the reason and necessity for these actions? I don’t know, but perhaps you as a reader member have the answer. Is it our choice of subject for social evenings! Are our social events not appealing to you? Do the subjects interest you, should they be more motoring orientated or is the venue or are the facilities not to your liking? Are we too inward looking or self-centered, would you be prepared to come along and support future events and would you bring your families to suitable programmes? These are the questions of the day and you may have the answers but we need you to tell us. There is a well known saying that “a dog is for life not just for Christmas” and if I may paraphrase that “A Skill for life is that and not just until you pass the test”, more of a fraternity.

So what will you do about it ? Will you let us know, as the supermarkets say “ How are we doing?, we need your help to improve our service” A short note, a phone call, or even a text or Email would be more than welcomed. Please consider this as an appeal to give you what you want at Future Events and in Your Magazine. Any comments would be most welcomed whether they are of the “For or Against” variety if only they would help to break the apathy that currently seems to exist, and a reply or suggestion does not commit you to anything. Here is hoping to hear from you very soon, in fact the sooner the better since there is no time like the present.

Please reply to myself, Bill Harrington, or our Secretary, Bob Stone, the details of which are in this magazine or on our Web Site, and in anticipation of your help may I say on behalf of your hard working committee, Thank You.

Bill Harrington.

Bob Stone and Michele Baker



**JUDITH MARY RESTAURANT BOAT**

Whaley Bridge (Post code SK23 7LS)

Wednesday 21<sup>st</sup> November 2012.

12 noon Sail.

Christmas lunch and a relaxing 2hr 30min. cruise along the Upper Peak Forest canal.

Home made pea, ham and vegetable soup.

Roast turkey with seasoning, creamed potatoes, roast potatoes, stuffing, pigs in blankets, carrots, peas and sprouts.

Home made sherry trifle

Mince pies and cream

Coffee and after dinner mints

Price inclusive of lunch and cruise £22-50.

(Car sharing to be organised and departure time 10-15 am approx.)

Please give your names to Sue.

Tel:- 01246 274785

E mail: - [dw.sw274@btinternet.com](mailto:dw.sw274@btinternet.com)

Closing date:-Friday 16<sup>th</sup> November 2012.

# PHOTOGRAPHY COMPETITION



WINNER JULY/AUGUST 2012

YVONNE STONE



Congratulations on an excellent shot. The judges liked simple composition and the novel approach to the Olympic theme. It seemed to sum up sport in Great Britain. Well done!!

(Photo taken at Wembley Stadium)

# PHOTOGRAPHY COMPETITION



## UPCOMING THEMES

2012

Theme	Opens	Competition closes	Winner Announced
<b>The Great British Holiday</b>	2 <sup>nd</sup> September	29 <sup>th</sup> October	4 <sup>th</sup> November
<b>Bridges</b>	4 <sup>th</sup> November	31 <sup>st</sup> December	6 <sup>th</sup> January
<b>2013</b>			
<b>Agriculture</b>	6 <sup>th</sup> January	25 <sup>th</sup> February	3 <sup>rd</sup> March

Images must be your own but may be from your collection. They do not have to have been taken especially for the competition.

Please email your wish to enter and you will receive the password.

[iam.chesterfield@yahoo.com](mailto:iam.chesterfield@yahoo.com)

The following article is reproduced courtesy of Gary Garner, RoSPA & IAM,  
Advanced Driving Examiner

I'd like to share some Advanced and Defensive driving tips that have helped save my skin on many occasions....

They're not written anywhere, and are solely from experience... and in no particular order. {I'll keep adding to this thread when I think/remember any more}...

1) "Watch the wheels, not the car" at junctions. Very much like watching hands in a fight, the wheels of the car will often tell you more about where the car is going than it's indicators. Additionally, you'll notice/see movement of the wheels before you'll notice the actual car moving. Even a second or two earlier. This is especially so with modern alloy spoked wheels.

2) Never get 'Sandwiched' on a dual carriageway or motorway. ie: Don't be alongside a HGV/Articulated lorry for longer than needed. If it's busy and you're in lane 3 with the lorry in lane 2 and there's no gap in front of you to safely move into...hang back, just behind the end of the rear of the lorry. Close enough to dissuade anyone from undertaking you, but far enough back to avoid being crushed between lorry and central armco barrier.

3) Be the first to turn on your vehicle's headlights and the last to turn them off. Be the first car that evening to turn them on, well before dusk. I drive about in my private car 95% of the time with dipped headlights on. It stands you out and could make the difference to your safety. By the same rule, if you need wipers, you need headlights.

4) A hazard can be attacked as well as avoided. So if you're approaching a junction and there's another vehicle who is going to reach it at the same time, ie from in front of you or a junction to the left/right - then consider accelerating and getting to the junction BEFORE the other car. If they've not yet reached it, they can't pull in front of you!

5) Keep moving - in busy traffic (town/city). Plan ahead and use acceleration sense to avoid coming to a stop. If the lights are on red and there's several cars queuing, as well as choosing the lane with fewest cars in it, aim to slow down sooner than you would normally. Thus giving the lights time to change and the cars in front all to get out of neutral and to get moving. To keep moving not only uses less fuel, but is a more pleasant journey for your passenger(s).

6) Stereotype. It works. A foreign registered vehicle is likely to be left hand drive, so watch the blindspots. Your own preconceptions about motorists and vehicles are probably right. Not always so, but don't discount them. If the car is driven by a sensible looking mature chap, chances are they're not going to race you away from the lights, so perhaps are a good option to park alongside at red lights, in order to get away first. The car, who's driver is on the phone or isn't wearing his seat belt will

generally be the one that makes a turn without indicated or wanders in and out of lanes. A disrespect of one law, usually means a disrespect of many others.

7) Left isn't always best. Whilst the highway code rules you must keep in left lane unless overtaking, there are times when it's best not to.

For example, dual carriageway in built up area. Many vehicles in lane 1. Nothing in lane 2. Houses on nearside, junctions on nearside. It might be better to be in lane 2, away from the houses, driveways and junctions and also you'll have much longer breaking distance in front of you than you would have if you'd have been playing "follow me leader" in lane 1.

Obviously you'll need to keep an eye on your mirrors and regularly. Just because you're driving at the maximum speed limit, doesn't mean it's right or safe to hog the lane. So if someone is coming behind you at speed, move into lane 1, let them pass and then move back out into lane 2.

Additionally, you'll soon get to either a crossroads or a roundabout and all the lane 1 merchants will be queuing or then fighting for spaces in lane 2. So if you're already in that lane, you'll be fine.

It's not always the case and each road, time of day and traffic flow needs to be assessed, but it certainly should be considered.

8) Practice roundabout entry. Time and Time again. The speed of approach, must be slow enough for you to correctly and precisely time your entrance. This can only be done when sufficient time is spent on the approach analysing the speed of other vehicles already on the roundabout. Look for slow moving things, especially HGVs, heavies or trailers. Things which you can get out in front of, without causing them any problems.

Look for wheel positioning, not just indicators.

Use other vehicle to 'block' for you. So if there's a vehicle in lane 2 that sets off, use it to allow you safe entry to. Yes, it's nice to have a clear view onto the roundabout, but if it's safe for him, it'll certainly be safe for you. Even if a vehicle hits him, it's got to get through him to get to you.

If you are in the right hand lane and you want to be away faster than the vehicle next to you in the left lane, plan the OUT and acceleration when the vehicle on the roundabout is directly in front of you... by this, you'll be turning your wheels before the guy alongside you (as the car on the roundabout hasn't cleared him yet).. With timing, you can be almost around the back of the vehicle on the roundabout, before the guy alongside you has even set off.

9) When stationary at traffic lights, or other junctions - keep your foot on the footbrake, until a vehicle has joined you from behind. By doing this, your illuminated brake light will have alerted him to your presence and allowed him to stop. If you are looking in your mirrors and you're unsure whether or not he's stopping, try tapping your brake pedal a couple of times, thus creating flashing brake lights - waking him up. Once he's joined you, remember to take your foot off the brake pedal. It's impolite and bad practice to be sat on the brakes, burning the retinas of the driver behind.

If you're turning at the crossroads or T-junction, remember to signal. However, if you're going to be there for more than 20 seconds, try to cancel the signal if someone is behind you. It avoids flash/flash/flash annoyance behind. Prior to the traffic lights changing or if a gap in traffic is appearing, re-apply your indicator signal. By doing this, you're re-emphasising your intention to turn. Otherwise the driver behind could assume you've simply left your indicator on in error.

10) Remember the "plus 1" rule. Where you see one motorcyclist, look for another. Same with emergency vehicles, horses, pedestrians etc. Often people relax upon seeing one and congratulate themselves on their great observation skills, only to move into the path of the second Ambulance, motorcyclists, horse or whatever.

11) Use your horn. Not in anger or to remonstrate, but to keep others and you safe. If a pedestrian is approaching the kerb and is looking the other way, give a toot on the horn well in advance of your arrival with him/her. Check their reaction, have they turned to you? If not, are they deaf? Have they an ipod/bluetooth in their ear and are distracted etc. If they turn to you, simply raise your hand in a straight wave. This is to show you're not a knobhead. They'll more than likely wave back, but at least they've not crossed the road in front of you and been hit.

12) Reverse as little as possible. Many accident are caused by excessive reversing. Reverse only as far as is required to turn the car around or complete the manoeuvre. Not an inch more. Too much paintwork and lives have been lost by this dangerous gear. When you do have to reverse, try to do it only after viewing where you're going. So make sure you either look as you're driving forward, or even get out of your car and check. It's not poor driving or Reginald Molehusbandworthy - but good practise that'll pay dividends one day.

13) On narrow streets, where parked cars are present, don't be afraid to straddle the white lines. Be equidistant between dangers. If there's no oncoming cars and the white central line is broken, there's nothing wrong with crossing it. Your dangers are what appears from left or right, be them cars pulling out of pedestrians emerging from in between. The more distance you can make from them the better. If there's no cars parked on the other side, then have more than half your car on that side of the road, away from the parked cars on your side.

Too many people hug the left lane, because it feels 'right and proper' only to be a few feet from parked cars, with several free and safe feet to your right not being used.

Of course, if oncoming vehicles are present then again you're going to have to be equidistant between them and the parked cars on your side.

Once the oncoming car[s] have passed, consider moving over to the right again..

Think safety, safety, safety all the time. Anything else is a bonus

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## **Paint and Surface**

So what do we know about paint on the roads other than the local councils spend thousands of pounds each year laying it down for all to see?

Firstly let's take a look at the surface of our roads and for this info I will take some of it directly from Roadcraft.

### **Tarmac or Asphalt**

This surface gives a good grip especially if dressed with stones or chippings. But in time they become polished and lose their skid resistant properties

### **Concrete**

This kind of surface is often ribbed which will give very good skid resistance. However they hold water which in winter can freeze and this will cause you the driver many problems. They are also noisy.

### **Cobbles**

These give low grip when wet and during rain they increase the likelihood of skidding

Whist driving and especially whist doing a commentary it is important to tell your Observer/Examiner as and when the surface changes. ie change of speed limit could also mean a change in road surface. On bends, at traffic lights and at crossings you will find an anti-slip surface. Sometimes you will travel on roads that have been planed off ready for re tarmacking and you will come across raised ironwork. There could be a sign to warn you of this but I have come across times when there was no sign. Times to be careful are times when it has rained, snowed and frost. During Autumn you get leaves on the road and when they are wet they can be deadly.

Enough of that for now and let's take a look at paint.

Once more I refer to commentary; at times you can run out of things to say but an advanced driver never sees an empty road. You can talk about what paint is on the road ie, double white lines which means you can't cross, but there are times when you can. I'll let you find the answers to that one as you may well be asked one day. Single white near to you and away from you, double yellow, single white lines on the edge of the carriageway, ZigZag lines

on a crossing or next to a school, centre markings and hazard lines, thick/thin white lines at junctions, lane markings, and on roundabouts. All these are put on the road to tell or warn you the driver of hazards or potential hazards ahead. You have yellow and or white lines which tell of parking restrictions. There is a book called Know Your Roadsigns which will help you. This book is also on our webpage for you to read and if you ask me I think I can send you a copy to your computer/laptop.

It is important you know all these things as it will help you along your journey  
Safe Driving  
Ray

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### VULNERABLE ROAD USERS, by Bob Stone

I have seen a lot in the media about car drivers being held responsible if they should they have an accident with a cyclist.

At the simplest level this seems unfair since it creates an impression that cyclists can act irresponsibly but have no accountability. However I can see some logic in making the less vulnerable road user responsible for safeguarding the more vulnerable.

Expanding on this thought I suggest we consider all road users in terms of a 'hierarchy of vulnerability' (hereafter called the HV) where the measure is the level of potential injury in an incident. The principle I propose is that the less vulnerable are responsible for the wellbeing of the more vulnerable. At the top of the HV are Lorries, then Cars, then Cyclists and finally Pedestrians. I will leave the position of Motorcyclists to be debated but would suggest they be placed between cars and cyclists in the HV.

So, using the principle that the less vulnerable are responsible for the wellbeing of the more vulnerable:-

- Lorries are held responsible for accidents with cars, cyclists and pedestrians.
- Cars are held responsible for accidents with cyclists and pedestrians
- Cyclists are held responsible for accidents with pedestrians.

Why would this not be acceptable to you as a road user and be a workable proposal?

## Note from the Editor

Following my 'rant' in September's Newsletter about people using mobile phones whilst driving, I am now advised that if you wish to report such a violation you can telephone 101, or Crimestoppers on 0800 555 111, or you can report anything on Crimestoppers website anonymously. ([www.crimestoppers-uk.org](http://www.crimestoppers-uk.org))

## Are you a good driver? Then you can pay less for insurance

Your age and sex doesn't have to determine how much you pay for insurance – but would you actually be better off being rated on your driving instead? Good news for good drivers! In the future, young but safe drivers won't have to be penalised for their peers. Inexperienced drivers who take their time and follow the rules won't be automatically considered a higher risk.

And middle-aged drivers who ignore road etiquette, speed around corners and are forced to brake suddenly will have to pay for their bad driving without other motorists subsidising their cover.

That's because more and more insurers are looking into using telematic technology to monitor your driving: Black boxes inside your car that feed back how well, where and when you're driving to the insurer. They mean that your premium can be tailored to your own risk.

So motorists can prove that they can drive well, earning them discounts and even extra days of insurance.

Who can save with telematics?

Very simply, only safe drivers will save money through a telematics-based policy. But if you're a good driver in a group that's normally considered high risk, then this is great news.

For example, if you're a young, inexperienced or infrequent motorist then you're considered high risk by insurers. However, if you know you drive well, it's worth considering a black box insurance policy so you can prove that.

But how can you find out if an insurer would think you're a road risk or motoring marvel without signing up?

The app that rates your driving

A new, free app available from Confused.com lets you find out how an insurer might view your driving. It's available now for Android phones and next week through the iPhone App Store.

It's free, runs in the background on your smartphone, and gives you a score for performance based on your road safety.

That helps you work out whether it would be worth taking out a telematics-based policy and work towards improving your driving.

How does it work?

MotorMate app uses your smartphone's technology to rate your driving. It bases this on your acceleration, cornering and braking.

After each journey, you're given a score out of five, where one is 'I wouldn't want to be a passenger in your car!' and five is 'Perfection to a tee, great acceleration, cornering and braking'.

Once you've driven 250 miles with the app switched on, you'll be shown a MotorMark, based on your overall performance.

The higher your score, the more likely you are to save money with a telematics-based insurance policy.

And don't worry, the app is surprisingly clever and can factor road conditions into your score. For example, if you're driving too slowly because of congestion, the app won't mark you down. Instead it recognises that there's heavy traffic and factors that into your score.

Revvng up for a review

After a bank holiday weekend-worth of driving, I chalked up the required 250 miles and was given a score of 60/100.

Confused.com tells me: "Your journeys are well driven, consisting mostly of smooth and consistent manoeuvres, and good levels of speed awareness."

That's not bad considering that motorists who've completed the RoSPA advanced driving course score around 80 and above.

So I am probably a safe enough driver to apply for a telematics insurance policy and save money. But the app is based on the last 90 days of driving, so I'll be keen to see if I can improve my motoring before I come to renew my policy.

Benefits for every driver

One word of warning – this app can get you seriously competitive. You're given a rating out of five for each journey you take and my husband and I have become the world's most safety-conscious drivers as we desperately try to outscore each other. But that just shows that with the right motivation, you

can really improve your driving style. And saving money on rising car insurance premiums will be a strong motivation for most people. Even if you don't decide to use a telematics insurance policy, improving your driving style could protect your premiums. After all, a single speeding ticket can increase your insurance costs by as much as £200, because insurers think you're more likely to be involved in an incident.

Research from the AA shows that drivers with a single speeding conviction are 10% to 12% more likely to make a claim than other drivers and their premiums are raised to reflect that.

So, whether you want to switch to a black box insurance policy or not, it's still worth getting a second opinion on your driving.

Has your insurer fitted your car with a 'black box'? Do you welcome this development or think it's too intrusive? Are you sick of paying higher premiums because other people can't drive? Share your thoughts .....

Ray Parker

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**THURSDAY 18<sup>th</sup> OCTOBER 2012**

7-30pm – 9-30pm

CLUB CHESTERFIELD

**EXAMINERS EVENING**

An important presentation particularly for associates preparing for their advanced driving test.

Listen to what Chris and his colleagues are looking for during the IAM driving test.

Everyone welcome – Keep up to date with your driving skills.

**CHRIS TATLOW**

Head examiner for Region 4

Raffle tickets will be on sale, proceeds towards group funds.

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## **More on insurance matters**

Article reproduced with kind permission from Gary Garner, RoSPA & IAM, Advanced Driving Examiner.

On the subject of insurance as a whole, there's a few tips that I will share that will keep you out of future trouble. (Based on professional experiences).

The good idea of taking photos cannot be stressed enough. The availability of having a camera with us every day (on our mobile phones) is brilliant in such situations.

Think urgent and non-urgent. 'Urgent' for example is a picture of the vehicle's in situ, ie: as they have come to rest, ideally before anyone moves them. At the same time, or even before, try to take some photos of nearby vehicles and their registration numbers. Witnesses are notorious at disappearing quickly and are invaluable later on when insurance companies try to wipe their hands.

As for the other car(s), as you are taking photos of the other vehicle, try if you can to capture a photo of the driver !! It's surprising how the named driver can later change or disappear altogether. A good facial photograph of the driver may save a lot of hassle later.

Non-urgent photographs are as follows; the geography of the road, the layout of the lanes, the proximity to traffic lights, pedestrian crossings etc. Then have a walk in both directions and take a long distance shot of the 'sight lines', ie: the view that you and other drivers had of the road and the scene PRIOR to you the collision or in the seconds leading up to it.

It all forms good evidence for later investigation by both insurance companies and yourself.

As for dealing with insurance companies, here's some advice from me;

1) If you have a garage at home and you tell your insurance company you are going to keep you vehicle in the garage - MAKE SURE YOU DO! Many insurance companies will not pay out if your vehicle is stolen from off your driveway, outside your house or even within 200m or so from your home!

2) Tell your insurance company of ANY change to the vehicle, no matter how small/insignificant. So if you fit non-standard wheels or have the rear windows tinted, whatever, tell them. If not, it could serious reduce the amount of money the will pay out to you in the event of a claim.

3) Keep your keys secure. Sounds obvious, but many insurance companies will not pay out for stolen cars which have been taken with the keys. Especially when not at

your home; ie: petrol station forecourt, public house etc. Hide the keys at home. Thieves look through windows to see them on kitchen tables and hallway tables. The use of fishing rods, poked through letterboxes to 'hook' car keys has been a problem for a long time and doesn't look like it's going away.

4) When you get your certificate and schedule in the post; CHECK IT. Thoroughly! You are looking for any errors no matter how small. For instance, many VRM (vehicle registration marks) contain errors on certificates. So if your vehicle is ER58 CBA and your certificate reads ER58 CAB; your vehicle will be classed as uninsured on the Motor Insurance Database that is viewed by the police. Whilst you will actually be insured, at the roadside (without your certificate in your hand) it is difficult to prove and could lead to your vehicle being seized; albeit in honest error by the police.

5) Notify/declare ANY convictions. Again, to not do could invalidate policies. Even mid-way through the term of insurance, if you're unlucky enough to get a speeding fine/conviction, let your insurance company know. It's just another way they can reduce the amount paid out to you in the event of a claim.

6) My personal view is carry your certificate in your car. Hide it if you must, but carry it. It doesn't contain much in the way of personal details, apart from your name. It looks good in the event of being stopped by the police if you have all your documents to hand. I know most if not all is now contained on the Police National Computer, but errors do occur and you can bet they'll occur at the most inconvenient time to you. En-route to the airport etc.



[Darley Dale Festival of Transport](#)

## Motoring and Cycle Lanes



AS A 'SOMETIMES' CYCLIST AND A CAR DRIVER I KNOW THERE ARE TIMES WHERE THE DEMANDS OF EACH NEED TO BE ACCOMMODATED BUT IT NOT ALWAYS STRAIGHTFORWARD TO MEET THE NEEDS OF BOTH. THERE HAS BEEN COVERAGE IN THE PRESS ON THE USE AND MISUSE OF CYCLE LANES PROMOTING THE VIEW THAT CARS SHOULD NOT BE ALLOWED TO PARK IN THEM.

WELL, HAVING IN THE PAST PARKED ON HAWKSLEY AVE IN CHESTERFIELD WHEN USING THE TOWN CENTRE I WAS FACED WITH THE CHOICE OF HOW TO PARK. THERE ARE NO YELLOW LINES BUT THERE IS A CYCLE LANE. IF I COULD HAVE PARKED OUTSIDE THE CYCLE LANE (ABOUT 3FT FROM THE KERB) WITHOUT RISKING THE POLICE BOOKING ME FOR OBSTRUCTION, I WOULD HAVE.

SIMILARLY I HAVE TRIED TO USE THE CHATSWORTH ROAD BUT IN PLACES THE ROAD IS QUITE NARROW PLUS THE ADDED HAZARD OF PARKING ON BOTH SIDES OF THE ROAD MAKES CYCLING VERY DANGEROUS. IN FACT OFTEN CARS ARE PARKED HALF ON THE KERB TO GIVE ADDED CLEARANCE FROM PASSING VEHICLES.

SO SOLUTIONS TO THE ABOVE:-

- INTRODUCE CYCLE LANES SEPARATED FROM THE MAIN CARRIAGEWAY BY TWO SOLID LINES THAT NEITHER PARTY IS ALLOWED TO CROSS, BARRING FEW AND VERY SPECIFIC EXCEPTIONS ;
- MAKE CYCLE LANES TWO DIRECTIONAL SO ONE WILL SUFFICE, RATHER THAN ONE ON EACH SIDE OF BUSY ROADS;
- PAINT DOUBLE YELLOW LINES ON THE ROAD ON THE SAME SIDE AS THE CYCLE LANES TO STOP PARKING (BECAUSE AS WE ALL KNOW THE RESTRICTION APPLIES FROM THE PROPERTY FRONTAGE ALL THE WAY TO THE CENTRE LINE OF THE ROAD).

THOUGHTS PLEASE?

BOB



## WHATS ON IN THE NEAR FUTURE

### OCTOBER

Matlock Talk on Motoring Law (accident law, tyre regulations etc)	Tuesday 2 <sup>nd</sup>	Duke William, 7.30 pm Talk by Bill Storey (ex Police Sergeant)
Guidance	Sunday 7 <sup>th</sup>	Sainsbury's Car Park, 9.30 am
Festival of Light	Saturday 6 <sup>th</sup> Sunday 7 <sup>th</sup>	Ashover Showground (ask Jan for details)
Guidance	Saturday 13 <sup>th</sup>	Sainsbury's Car Park 9.30 am
Social	Thursday 18 <sup>th</sup> 7.30 pm Club Chesterfield Ashgate	Chris Tatlow Head Examiner, Region 4
Committee Meeting	Tuesday 30 <sup>th</sup> October 7.30 pm	Chesterfield Library Café

### Future Dates:

#### November:-

Guidance  
 Matlock Group Talk on Collision Reduction  
 Guidance  
 Social -Barbara Shillaker  
 Committee Meeting

Sunday 4<sup>th</sup>  
 Tuesday 6<sup>th</sup>  
 Saturday 10<sup>th</sup>  
 Thursday 15<sup>th</sup>  
 Tuesday 27<sup>th</sup>