

OCTOBER 2013

ISSUE 10/13

CHALLENGE
CHESTERFIELD ADVANCED MOTORISTS
GROUP NEWSLETTER

IAM
DRIVING ROAD SAFETY
CHESTERFIELD GROUP

facebook



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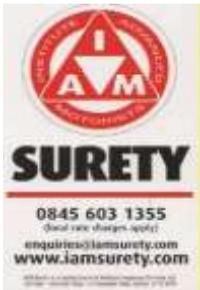
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DATA PROTECTION ACT

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

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NEW MEMBER

Welcome to new member Jessica Fox.

Her Observer is Jan Creswell.

A reply to a reply..... And a bit moreFrom the President.

It is good to know that the articles we write in this newsletter are being read, and even better if they provoke responses. So in reply to Mr Peter Soul of Thames Valley IAM, let me offer the background to my June article re. the 100mph and the 70mph braking test.

The "storey" came from a retired Class 1 policeman who is very involved with the IAM, being the secretary of a local group and the 2013 Fred Welch Rosebowl winner....(no mean qualifications). The source of the facts and figures originated from a statistician employed by a national organisation to study the causes of accidents on behalf of the police, and were contained in a lengthy report, the reading of which has been likened to watching paint dry, or reading the definition of Pi.

I am reliably informed also (but not from personal experience!!) that the figures as I reported are used in the Speed Awareness Course to emphasise the fact that AS SPEED DOUBLES, STOPPING DISTANCE QUADRUPLES.

The "confusion" Mr Soul refers to, comes from the difference between WHERE and WHEN, being different mathematical equations for the same general situation. Any wiser now?? Can't statistics be fun!!! More responses in future please everyone.

A bit more.....As reported, some articles ago, our UK car industry seems to be in good shape, and even better news this month from JLR on making up to 2000 new jobs as production increases for both the home market and for export. It is just a pity it is owned by a non UK organisation.

And finally, have you noticed also the number of "missing " brake lights on the road at the moment. Is it progress to make changing a light bulb a major servicing item instead of a two minute DIY job? That's all for now, stay safe and happy... Mike

Septembers message from the Chair, Chris Lake.

September is nearly over and how quick has this month gone? Some of the key activities for the group this month have been, three of our observers (Jan, Bob and Ray) all passed the new IMI (Institute of Motor Industry) qualification to be national/regional observers; congratulations and well done.

We've engaged with Matlock and Mansfield group to look at 'Super Groups', combining resources and manpower to produce a more sustainable coverage of IAM in our area. There are a lot of mixed views and uncertainty over this recommendation but the positive outcome was all groups seemed to be willing at the end of the meeting to take steps to see if this can work. We'll keep you posted on developments and I'm sure next year you'll see all groups working together more.

My last activity to mention was our observer training night presented by Jan; it leads me onto my article below from identifying something we need to take more seriously, 'eye sight'. How sure are we that our associates and indeed our observers have suitable eyesight or corrective vision aids?

Have a great October and remember, let's be careful out there.....

A quarter of drivers haven't had an eye test in the last two years. Is your vision putting yourself and other road users in danger? Motoring journalist Maria McCarthy takes a closer look.

Many people who wear glasses or contact lenses do so from childhood.

Others realise they need them when the small print starts getting, well, smaller, and they make an appointment with an optician.

But discovering that you need glasses for driving can be a different matter.

Discovering you need glasses when driving

Often people need to be told by others rather than noticing it themselves.

Jenny, 50, from Oxford, often argued with her now ex-husband about how she felt he needed driving glasses.

"He used off-the-peg reading glasses for close work and wouldn't accept he might need prescription glasses for driving.

"But he frequently missed road signs and I was very worried about his driving.

"Finally he did go to the opticians and was prescribed driving glasses which he does now wear, thank goodness."

Motorists driving with impaired vision

But the problem of motorists driving with impaired vision is an ongoing one.

Sharpen Up is a new campaign launched by road safety charity Brake.

The charity is working alongside the DVLA, insurer RSA, which owns [car insurance](#) firm More Than, and high-street optician Specsavers.

The campaign is calling on all drivers to ensure their vision meets legal standards and that they aren't putting themselves or other road users in danger.

26% of drivers haven't had eye test in last two years

A survey of 1,000 drivers carried out for the campaign revealed that a quarter of them - 26 per cent - haven't had an eye test in the last two years.

Meanwhile, 9 per cent of drivers admit to not visiting the optician for five years or more and 3 per cent have never been.

It also revealed that 9 per cent of the motorists who know they need glasses or contact lenses for driving don't always wear them.

Jan Chandaman is head of medical licensing policy at [insurance group](#) RSA.

She says: "All drivers are required by law to meet the appropriate eyesight standard at all times when driving and failure to do so is an offence."

No legal requirement for driver vision checks



Currently, after the "please read the numberplate" part of the driving test, there is no legal requirement for drivers to have their vision checked regularly.

Instead the DVLA is dependent on drivers themselves or third-parties to report vision defects.

Even if motorists feel confident that they could pass 'the test' of reading a numberplate from 20 metres away, this still can't pick up on defects in visual fields.

The [Sharpen Up](http://www.brake.org.uk/sharpen-up) campaign <http://www.brake.org.uk/sharpen-up> urges drivers to have their sight tested at least once every two years or sooner if they notice problems.

It wants the government to introduce a requirement for drivers to provide proof of a recent visit when applying for their provisional licence and for every licence renewal after that.

Regular eye exams 'vital'

Specsavers optician Raj Kukadia agrees that regular checks are vital for all motorists.

He says some people might realise they need glasses because of eye strain or headaches.

But he adds that others can be symptom-free but still suffering from impaired vision that makes them unsafe on the road.

Kukadia says that as people age, they might need different glasses for close work and for driving.

Different prescriptions for different activities

"In younger people the lens is more elastic and can adapt so one pair of glasses can be sufficient, but older people might need different prescriptions for different activities.

"It's also important for motorists to choose anti-reflective coatings for their glasses.

This makes it easier to drive at night as dazzle from oncoming headlights or street lights will be reduced."

And, of course, some people prefer to use contact lenses to correct their vision.

"There are different types and your optician will explain which is right for you," says Kukadia.

What do you think?- drop your thoughts at chairman@chesterfield-iam.org.uk

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**Ray Parker passed his IMI Test on
19 September.
Congratulations.**

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CHRIS TATLOW

This month we received a letter, via David Stringer, advising us that Chris Tatlow has decided to retire from his IAM duties. Having had a good relationship with Chris both the Group and individual members have benefited greatly from his help and advice over the years.

On a personal level I found his calm, professional and knowledgeable approach made even the most 'testing' of situations enjoyable. Thank you Chris.

Bob Stone

Below is an extract of the full letter received by the Group

Hello Everyone

It has been a bit of a year for me, but the better news is that all seems to have gone well in the operation department. So now, having had two main bouts of excellent NHS care, I am mending.

To this end, after much heart searching and discussion with my wife Jenny, I have submitted my retirement plan to Chiswick. I have had several chats with Chris Givvons who is covering Region 4 at this time. He is very impressed with those he has seen in this Region.

I must say I have really enjoyed my time as an Examiner and Staff Examiner. I was one of the original three who started in 2000, and it is fair to say the job has certainly changed. I will really miss you lot, the hundreds of people I have tested / helped / instructed / and whatever!. I will miss the warm welcomes from all the Group presentations I have done, the invitations of food when I have travelled any distance, and even when travelling to Senior Observer tests.

The most satisfying time though, was helping and working with David in setting up the Regional Training Team in Region 4..... I know that Chiswick were very impressed with RTT4 at an early stage, and I know from feedback from yourselves, both at the time, and afterwards, the Teams input has been valuable.

I am aware that events seem to be taking off at a pace, especially with IMI Nationals and Locals, and may of you will relish this. I also know that some will find the change difficult and seemingly unnecessary, but go with it, it won't be long before it is the norm..... It is going to be a big wrench, you are all a fantastic lot, and I admire you all for devoting your time to something as worthwhile as advanced driving and riding.

So, my very best wishes to you all, and thank you for all your efforts when I have had my Examiner hat on!!

Chris Tatlow

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**Congratulations to Jan Creswell
on passing her IMI Test**

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A PHYSICIST WRITES . . .

(June 2013)

All people who speak English do so in much the same way, sufficiently at least to be understood by each other (well, mostly). There are of course regional groups who have distinct uniform accents. Yet nearly everyone familiar to you has a voice individual enough for you to recognize them by (what a remarkable sign of your own brain-power this is, by the way).

I thought about this in order to make an analogy with driving: all motorists proceed along the road in much the same manner, sufficiently at least to avoid colliding with each other (mostly). There are of course groups of people such as advanced drivers who have a distinct systematic approach. Yet nearly everyone has their individual way of controlling the car and its progress (an exercise that's another extraordinary demonstration of brain-power).

Which leads to my idea for this column: taking a look at how I myself drive. As it's 11 years since my advanced test, I'm unsure now which of my tactics are official advanced-driving ones, and which are my own! So I may be sticking my neck out a bit, by describing some of them to a readership that includes better drivers than me. My defence is that I do attempt to think about what I am doing...

Maintain momentum. Try not to stop unless you have to (I'm talking to myself, remember, not lecturing you). When approaching a congested roundabout, for example, take your foot off even earlier than seems right: the chances are that by the time you arrive the congestion will have cleared, and your momentum will then allow you to slot into the circulation more easily. Similarly, rolling slowly up to a mini-roundabout can often get you priority over other vehicles arriving or waiting there, quite safely. And at red traffic lights, if you happen to

be nearly at the line and still moving as green appears, you can make a faster get-away (after checking sideways for red-light jumpers of course).

Don't blink and drive. Not so much driving tactics as common sense: as soon as you experience eye-twitching or yawning (and however urgent the journey), pull off the road, tilt your seat back and take a ten-minute nap. It will revive you at least as effectively as coffee. Another sign of tiredness, or maybe some other influence that you've not consciously noticed, is if you see that you're nudging the steering-wheel to and fro more than you would expect: slow down and think about why!

Pamper your passengers. Even though they are strapped in, their bodies feel the effects of braking, accelerating, cornering and gear-changes more than you realize. *You* have the wheel to hold on to, and you know what the car is going to do – but they can't adjust to the changing forces so easily. So try always to move the pedals and turn the wheel as slowly as possible (given the situation). This doesn't mean don't drive assertively, just control the rate of change. (If you are wanting to save fuel too, then use the accelerator (a) so as to minimize your having to apply the brakes, and (b) so as to accelerate briskly rather than gently: my understanding is that this gets you up to speed more economically.)

Avoid concentrating on a hazard. This may seem perverse, and it's not easy to do, but the fact is that the more you focus on a particular problem that you've seen ahead, the less likely you are to notice others that may be developing. Instead, tell yourself to keep your eyes scanning the scene.

Take notice of oncoming traffic. If it's moving, keep an eye on the opposite pavement for stray children or dogs that might cause someone to swerve into your path. If it is a stationary queue, then as with any line of vehicles that you may be passing, somebody or something could suddenly emerge from between the cars. If there's a low sun behind you, remember that it will be in the eyes of oncoming

(or emerging) drivers. And if all you can see approaching is a distant bicycle, be ready for the inevitable vehicle to appear beyond and swing out to overtake it.

Don't tolerate tailgaters. Just as important as maintaining a safe separation (in relation to your speed) from the vehicle in front, I would say, is doing the same for the gap behind. So: to increase this, put your foot down for a second when the tailgating driver least expects it. If there's not enough space in front for you to accelerate into, or if you are already up at the speed limit, then first gently ease off by about 5 mph. But don't try the manoeuvre more than about three times: instead pull over or otherwise encourage the offender to overtake. And then back right off, because the tailgating hazard probably now involves the two vehicles in front of you!

Balance left and right. As you turn the steering-wheel, aim to keep your hands level with each other, rising or falling, one hand pulling or pushing the wheel round while it slides through the other. This has at least one safety advantage over cross-hand steering, namely that you can always turn the wheel instantly in either direction in an emergency. OK, advanced-driving advice allows hand-over-hand action for slow manoeuvring – but I am always unnerved by the sight of a driver's hand temporarily stuck fully crossed, with no way of adding more lock immediately if needed...

I worry too about any risk of the air-bag going off while your forearm is across it (though I believe that modern bags are programmed not to activate at low road-speeds). But let's be positive: the chances of a mishap on the road are tiny to start with, perhaps an average of one per 600,000 miles driven. Applying 'advanced' tactics makes them smaller still, as well as adding some sparkle to your journey!

Peter Soul
Thames Valley IAM

A POLITE REMINDER

(Or an Editors' rant - if you prefer)

I am taking this opportunity to remind people that as regards the Newsletter, any articles, comments about contents, mistakes to be pointed out, should be addressed to me and not Bob. Bob doesn't have any input to the Newsletter apart from sometimes assisting with stapling and as Secretary he already has enough to think about. Similarly if you require some documents relating to the group to be printed off, you can e mail them to me with an attachment and a note of how many you require.

I have been Editor for more than two years now but on regular occasions people direct queries and comments to Bob and "Frankly my dears, Bob doesn't give a d**n"! And besides that, he might forget to tell me things.

So **PLEASE** e mail me instead! (ymstone@aol.com).

THANK YOU FOR YOUR CO-OPERATION

And an apology

Apologies to everyone that in last month's Newsletter I gave the incorrect guidance dates for September. Call it one of those senior moments. Hopefully this didn't cause anyone any inconvenience.

Ed



September Social

It was unfortunate that the numbers were so low for the recent social as it was a very good meeting and I think would have interested all Observers who take out, or might take out, people with physical disabilities.

The simple message for drivers being made for those with disabilities was 'Can I Drive' – 'Yes'

John Rogers from the Mobility Driving School and Assessment Centre provided us with good insight into how the team down in Derby can assess and assist people in their desire to get behind the wheel. John explained through a series of case studies how the level of physical disability can vary greatly and that the approach to each case is made.

All drivers need to be assessed to see what movements they have and their limitations also such that the adaptations/recommendation can be appropriately tailored to their requirements. The costs involved vary according to the level of adaptation from the simple introduction of hand controls for a few hundred pounds to a fully adapted vehicle for a wheelchair user with complex non-standard controls costing more than the standard vehicle.

Obvious was the need for careful assessment of range and strength of movement available to the driver in their limbs but also from what John said it came across that the adaptation is only one stage and an equally important part of the offered by the service was the TRAINING.

Training is required so that the use of the new controls becomes habit much the same as for the able bodied new driver. The example John gave of a person who had lost the use of their right leg and switched to left leg throttle and brake reminds us how actions can become habits and we need to relearn our actions. For us think of the simple case of driving on a narrow road and then meeting another car, both drivers tend to pull left to miss the other car. But what about if you are in France? Pulling left is the perhaps not the correct action since the other driver is likely to pull to their right - to your left!

John concluded with a short Q&A session and also had with him props showing examples of the simpler adaptations available for the steering column controls. John also brought along a selection of leaflets - look for these on the table at next Guidance.

Thank you to John Rogers for an informative talk.

Bob Stone



WHAT ON IN THE NEAR FUTURE

Saturday 5 th	National Conference	
Sunday 6 th	Guidance	Sainsbury's Car Park 9.30 am.
Saturday 12 th	Guidance	Sainsbury's Car Park 9.30 am
Thursday 17 th	Social Evening Mark Hallam	Club Chesterfield 7.30 pm
Tuesday 29 th	Committee Meeting	Chesterfield Library Café, 7.30 pm

Future Dates:

November:

Sunday November 3 rd	Guidance
Saturday November 9 th	Guidance
Thursday November 21 st	Social Evening
Tuesday November 26 th	Committee Meeting

December:

Sunday 1 st	Guidance
NO SATURDAY GUIDANCE IN DECEMBER	
Tuesday 17 th	Committee Meeting
Thursday 19 th	Christmas Social