

OCTOBER 2014

ISSUE 10/14



CHALLENGE *CHESTERFIELD ADVANCED MOTORISTS* GROUP NEWSLETTER



Bob Stone's Croft Day



facebook

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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 **Bob Stone** on **01246 568894** 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 Bob 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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From the Editor: Apologies that I put an incorrect date for the September Committee Meeting in last month's Challenge Newsletter. My excuse is that I wasn't very well at the time of editing and I was looking at the August calendar!

Bob and I will be going to the Morgan Factory on Monday 6 October so I may bore you with photos in November Newsletter!

The Tax Disc (Part 1) –

Dom Booth, Chairman



First of all, welcome to October's newsletter, and the start of the cold and miserable part of the year.

1919 and 1920 - The tax disc laws were put into place which included the specification for not only the disc, but how it was to be displayed by using a circular holder.

All tax discs issued, whether in January or September would expire on the last day of the year.

1921 - The first tax disc was issued to a vehicle. Very basic square piece of paper, using just black ink, occasionally with adverts on the back!

Why did they produce them square, with no perforations, when it had to go in a round holder?

1923 – We got colour! A light green background for security writing, with a thick green band down the middle for the year.

Here is a brief timeline of the history of our Tax Discs, produced by the DVLA.



Driver & Vehicle
Licensing
Agency

tax discs

the end of the road

1921
First
tax disc
issued



1935
Driving test
introduced



1940



1950



1960

MOT
introduced



1970



1974
DVLA
opens

1980



1990



1996
Driving
theory test
introduced

2000



2004
Online car tax
service launched

2007
Driving Licence
Online launched

2014
Tax disc
abolished




Over **1.7 billion** tax discs
have been issued since 1921
If put in line they would go
around the world
three times

Abolishing the
tax disc will
save the taxpayer
around
£10million
every year



Last year
we issued
42.2 million
tax discs
weighing over 72 tonnes
that's **heavier than**
a **Challenger 2 tank**

www.gov.uk/dvla/nomoretaxdisc

Tax disc images reproduced with kind permission from *Trade and collect tax discs*, a Collectix book

Driving up in Scotland for a few days recently, transported me to a time, many years ago, when it was a real pleasure just to get in the car and drive – no holdups, no road works very little traffic, hardly any lorries (mind you we did take some very minor roads); what a pleasure. As Billy Connolly once said of Scotland.....”there’s no bus##### there!”. If you want a road to yourself, you know where to go.

Must mention a few points re: the new regulations on tax discs. At the moment the outgoing paper tax disc can go with the vehicle, the new VED will not be transferable as it belongs to the owner. When a car is sold under the new system, the tax will be “removed” from the vehicle – the owner claiming back the unused portion of the cover. For example, if you have just taxed your car for twelve months, but sell it for some reason within the first month, you can claim a full eleven months refund, BUT the new owner will have to tax the car to cover the remainder of the month plus the next eleven.... so the DVLA is paid TWICE for the same month!! This doesn’t seem right, but this is what will happen.

Have you any views on the newly erected sculpture on the Horn’s Bridge roundabout? Is it a “Welcome to Chesterfield” or a distraction? Let us hope it is not the latter.

Just caught the end of the Last Night of the Proms, soon it will be Bonfire Night then we are into Christmas – where has the year gone? (Or is it just us more mature folk who see it this way)

Anyway, all the best for what’s left of 2014.

More next month, stay safe and happy
Mike.

Social Night - 16th October 2014



The next Social Night will be on Thursday 16 October at St Thomas's Church Centre, Chatsworth Road, Brampton.

This will be a talk by a member of the Yorkshire Air Ambulance Team.

Unfortunately they won't be able to land a helicopter in the grounds but please try to attend what promises to be an interesting and informative evening.

Refreshments available and raffle prizes.

(Photo courtesy of Yorkshire Air Ambulance website)

IAM Skills Day – Croft - 26 August 2014

I had heard a lot from David Stringer about the IAM Skill Days run at local motor racing circuits, but had always found a reason not to attend – cost, time, apprehension.

Well recently I decided to attend one of these days at Croft and went for the morning session so I could get back in time for our Committee meeting that night. What dedication.

Was it fun? You bet It Was!!

Extracting from their blurb - Croft Circuit - set in the beautiful North Yorkshire countryside. This superb 2.1 mile circuit has been developed for over 50 years into a top-flight racing venue which hosts prestigious Motorsport events such as British Touring Cars (BTCC) as well as the most competitive club level racing.

The super-fast sweeping curves of the Jim Clark Esses and Barcroft are a genuine challenge. These sections combined with long straights followed by slow corners make for a scintillating track for testing.

The early morning start was not good but a two hour trip up the M1/A1 saw me at Croft for 8.15 and in time for registration and safety briefing. Listen to and Obey your instructor was the main message as they would manage the sessions and keep you on track and away from the other drivers. With 14 participants running in pairs for 15 minute slots and a format on one on one off it meant no more than seven drivers should be on track at any one time so minimal close running would not be a major issue, even though there would be speed differences between the experienced and novices, like me.

Never having been to or on the track before my first session was at a sedate speed with David guiding me round the course on the first lap and then leaving me to remember the course on laps 2 and 3. Lap 4 we started to look in detail for lines and visual clues of turning and braking points – “that join in the tarmac”, “that white patch” and “those markings”.

Session two was again at a controlled pace but this time I had asked to experiment and try my car in all 3 modes. We started in standard auto (which I find suitable for normal road driving) switched to sports mode (I have seldom found a need for it on the road) and manual (used on the road when I want to

control gear selection such as through a series of corners such as '13 bends'). Standard Auto was fine, Sports holds gears longer and thus stepped up the drive out of corners but still suffered the problems of auto gearboxes with little engine braking and the car not knowing in advance we wanted a lower gear for drive out of corners and down shifting as power was applied. Manual was another positive change in speed through corners being able to hang onto 3rd (or 2nd) into, through and out of corners.



The Jim Clark Esses was proving a problem with a brush of the brakes as I entered. Why? I was asked. Comfort Braking I said. Get the line right and you don't need to I was told. He was of course right and a slight lift on the approach was all that was required.

I then got an opportunity to drive an Alfa Guilietta diesel for a session. Well, it took me two laps to find 3rd gear consistently as running into corners I concentrated on lines and speed. Asked how long since I had driven a manual I had to admit it was 6 months ago in Spain. So not only was a manual foreign to me but I had last used one in a foreign car (other hand for changing).

During the last few laps with the Alfa things started to come together well. I was following a Mini Cooper and though I could not match his acceleration on the straight I was closing on the corners and coming out of Tower Bend at the top of the circuit had to back right off as the Mini just would not let me past though I

was much quicker than him at that point. End of session a few corners later so no matter.

My final run was short as the morning session ended at 12.30 and I only managed two laps, but I felt they were the best in terms of smoothness round the circuit and hitting all my markers for braking and turning.



Thanks to the whole IAM team for organising the day, especially David Stringer and also to my instructor David Heath, RTT member and IAM Examiner from Durham.

Bob Stone, September 2014

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Notice re October Guidance

We have had several new enquiries, and this means there may be more people coming to either of the October guidance dates.

Could ALL observers please make an effort to attend so that we have enough people to be able to take them out on observed runs.

Notice from Headquarters

Dear all,

It is with regret we announce that Simon Best, Chief Executive, has decided after seven years to move on from the IAM. In his time at the IAM he led the turnaround of the organisation, building a robust, stable platform for the future and positioning it as the expert in road safety and first stop for the media comment. Simon has played a key part in formulating a sustainable vision for the IAM's future and the Board of Trustees and I would like to thank him for all his efforts and wish him well in his future career.

Regards

Alistair Cheyne, OBE

**Congratulations to Ray Parker who has recently
passed his Advanced Motorcycle Test.**



Some strange driving laws

1. But it's not dark?

In Sweden, regardless of the time of year, it is compulsory to have your headlight on at all times. Even during June when there is 24 hours of sunlight in some areas.

2. Don't get angry

Don't shake your fist at other drivers in Cyprus, it's illegal. The law states that it's illegal to unnecessarily remove your hands from the steering wheel, so make sure you keep your calm at all times.

3. Keep it clean

It is an offense to have a dirty car in Russia. Not keeping your car pristine can incur a fine, which is made by the judgement of the police officer on the scene, however this is rarely enforced.

4. Seeing double

In Spain, alongside carrying high visibility jackets in your car at all times, and subsequently wearing them if you have to leave your vehicle on a motorway. It is also a legal requirement that every driver who wears glasses must carry a spare pair with them in the car.

5. Take your turn

In Metro Manila, Philippines, there are big problems with traffic congestions. This has however, lead to a fairly creative solution to the problem. Through the use of number coding the government has devised a law that means only certain car registration plates can drive on different days of the week. For example, you can't drive on a Monday between 7am and 7pm if your car registration ends in a 1 or 2.

6. Keep clear

In Montreal, Canada, there are limits to where you can park your car on your own driveway. It is illegal to block access to your drive by parking your car across it. As bizarre as this seems, it is also illegal to wash your car if it parked on the street, or drive a moving vehicle with a 'for sale' sign in it.

7. Walkies

In Alaska someone felt the need to make a particularly interesting motoring law. It is illegal to drive a car with a dog tethered to the roof. I don't think there's much more to say about that one, your guess is as good as mine.

8. Cold turkey

If you regularly transport poultry in your car, check it's alive before you head off. In Topeka, Kansas, it is illegal to drive down Kansas Avenue carrying dead poultry. Make sure you skip that chicken salad you were going to take for lunch.

9. No, after you

Sometimes it can be confusing when driving in another country to work out who has the right of way. In South Africa it's easy. Animals have the right of way at all times.

10. A day of rest

It's the weekend and you think you might clean your car on Sunday. Well you'd be breaking the law in Switzerland. It is illegal to wash your car on a Sunday as it may disturb others.

September Social Evening

Alastair Meikle, Secretary, Chesterfield Cycle Campaign, visited us in September at our new location to give us a talk about the Campaign and its activities.

Alistair explained their involvement is with trying to ensure that the planning of new roads and housing developments take account of the needs of the ever increasing numbers of cyclists on our roads. To accommodate cyclists there are guidelines that seek to ensure safety for all. Though some of the guides seem to make sense when the terrain is relatively flat we did discuss how this translates into areas around Chesterfield which are quite undulating – town centre to Eckington for example – and no firm conclusions were reached.

Having outlined the design options, discussion developed over how to ensure the needs of cyclists do not compromise the needs of pedestrians and drivers but that all three needs are balanced. Examples were quoted of good and bad designs before we touched on the subject of cycle training and recommendations on positioning on the road. Here the subject became more contentious as the behaviour of both cyclists and car drivers can and does sometimes lead to problems.

Some of the suggestions on positioning gave our members worries in that a position central to a lane when approaching a hazard will work when taken at an appropriate time (not too early or late) and by an experienced rider, but a young or nervous rider could be putting themselves in danger of conflict with vehicles. It was all right Alastair saying that if a driver is delayed then so be it, but we, the IAM, would want to avoid potential driver/cyclist confrontations and some expressed disquiet at this. It is ok being in the right but an accident would still hurt!

All in all it was an interesting evening and helped understand some of the problems faced by cyclists.

(Bob Stone)

Thoughts from the Editor

Following on from Mike's comments regarding 'doing away' with tax discs, personally I am not sure how the new 'system' is going to be as effective in catching out car tax 'dodgers'. We are advised that ANPR will pick up any car tax 'dodgers', but how many of these systems are around? I know there is one in operation at Tesco's but I am not sure where else in this particular area ANPR is in operation. I suppose the idea that if you buy a car from a dealer, you have to tax it before you can drive it off the forecourt, but how is the dealer to know that you have actually bought your car tax if it is not displayed in the window any more? Isn't this just going to mean more people are able to avoid getting their vehicle taxed? Or am I missing something?

This image (courtesy of Google images) has fond memories for me as this was the month and year I passed my driving test!



It is also recommended that you hang on to any old tax discs you may have as they may become collectors items in future.

Mike also commented on the new sculpture at Horn's Bridge roundabout – and personally I think it is a bit of an eyesore. It is apparently supposed to represent Chesterfield's links with the Pomegranate but I just think it looks like an old structure which has gone 'rusty'!

Just my personal opinion, of course

Diary Dates

OCTOBER 2014

Sunday 5 th	Guidance	Sainsbury's Car Park. 9.30 am
Saturday 11 th	Guidance	Sainsbury's Car Park, 9.30 am
Thursday 16 th	Social – Yorkshire Air Ambulance	St Thomas's Centre, Chatsworth Road, 7.30 p.m.
Tuesday 28 th	Committee Meeting	Chesterfield Library Café, 7.30 p.m.

Future Dates:

November:

Guidance Sunday 2nd, Saturday 8th
Social Thursday 20th, TBA
Committee Mtg Tuesday 25th

REGISTERED CHARITY NUMBER 1017471