

# NOVEMBER 2014

ISSUE 11/14



## CHALLENGE

### CHESTERFIELD ADVANCED MOTORISTS GROUP NEWSLETTER



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

GROUP CONTACT: BOB STONE 01246 568894

GROUP WEB SITE: [www.chesterfield-iam.org.uk](http://www.chesterfield-iam.org.uk)

REGISTERED CHARITY NUMBER 1017471

## COMMITTEE MEMBERS AND CONTACTS

PRESIDENT	MIKE DICKERSON	01246 292144
CHAIRMAN	DOMINIC BOOTH	0782 1464483
HON. SECRETARY	BOB STONE	01246 568894
TREASURER	JEFF SNAPE	01246 567058
<b>GUIDANCE OFFICER</b>	<b>Vacant</b>	<b>vacant</b>
OBSERVER TRAINING OFFICER	JAN CRESWELL	07895 038538
PRO	JAN CRESWELL	07895 038538
WEB MASTER	DOMINIC BOOTH	0782 1464483
SOCIAL SECRETARY	CHRIS LAKE	01246 855508
MEMBERSHIP SECRETARY	MAYNARD STEPHENS	01246 235074
ASSOCIATE LIAISON PERSON (ALP)	CLARE WEBSTER	07973 695310

### **E-Mail Contacts**

OBSERVER TRAINING OFFICER	<a href="mailto:jaygee.176@gmail.com">jaygee.176@gmail.com</a>
HON.SECRETARY	<a href="mailto:robjstone@aol.com">robjstone@aol.com</a>
<b>GUIDANCE OFFICER</b>	<b>VACANT</b>
GROUP	<a href="mailto:iamchesterfield@gmail.com">iamchesterfield@gmail.com</a>
ALP	<a href="mailto:iam.chesterfield@yahoo.co.uk">iam.chesterfield@yahoo.co.uk</a>
EDITOR	<a href="mailto:ymstone@aol.com">ymstone@aol.com</a>
Social Secretary	<a href="mailto:social@chesterfield-iam.org.uk">social@chesterfield-iam.org.uk</a>

### 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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CHESTERFIELD S40 2QZ**

**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 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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**Front cover photo courtesy of Jan Creswell, with thanks.  
The picture was taken at St Mawes, Cornwall.**

**Those were the days – 2 shillings and 3 pence for a gallon of petrol. But also the sign says “Sorry sold out”. I am sure there are some who remember the petrol shortages in the 1970’s. I had a Ford Anglia at the time, which very inconveniently developed a fuel tank leakage!**  
**Ed**

## Nearly 40, and more From the president

Have just received my new membership card from the IAM – quite a change from the old one, but the most interesting fact is that it tells me I am in my 39<sup>th</sup> year with the Group....(some of you may know what is coming next !!!).

CHESTERFIELD GROUP OF THE IAM WILL BE 40YEARS OLD IN JUST OVER A YEAR'S TIME – JAN 2016.

This occasion cannot ( and will not ) be overlooked, so I am again asking ALL our membership for suggestions on how to celebrate this milestone. Please send your ideas to the newsletter or to me, or to any member of the committee. Thank you.

Did you realise (I didn't ) that if you do not have a spare wheel, but a can of foam or a compressor/spray and you have to use it on a puncture, then the tyre is ruined as far as a repair goes – the only solution is to purchase a new tyre as soon as possible as it is not possible to mend a puncture under this condition. I realise Mr Ford et al, will save millions in expenditure on not equipping new cars with 5 wheels, but is it the motorist being ripped off yet again? Any views?

Further to my article on how car makers arrive at their figures, two new facts have emerged. A very special “extra slippy”, low friction engine oil is used, and brake pads are either removed or “backed off” so there is no contact with the discs!!!!

How unrealistic can you get? On the other hand, if all this jiggery-pokery lowers the emissions which puts the vehicle into a lower VED band, then I'm all for it!!

More next month, stay safe and happy                      Mike.



## **Driverless buses on the way**

*(Article from Chris Lake)*

Driverless buses could soon be unveiled in Britain with one major operator already in discussions about introducing the first automated services, the Government has revealed.

Claire Perry, the Transport Minister, said that operating buses without drivers could help companies provide “better and more frequent” services, particularly in rural areas.

She also revealed that work is already under way to identify any problematic “regulatory issues” which could prevent the vehicles being rolled out on roads across Britain.

Speaking at the Driverless Vehicles Conference at Thatcham on Wednesday, Mrs Perry said she could “see a future where driverless buses provide better and more frequent services”.

“A major component of rural transport is the cost of the driver – and so a truly driverless bus could transform rural public transport in the future,” she said.

I understand that one of the country’s major bus companies is already interested in driverless buses.

“Once we have resolved any regulatory issues that the department’s current review might highlight, this could be just the initiative to get the first driverless bus on the road.”

Transport officials would not disclose which company has expressed an interest in rolling out the technology in the UK, but Transport for London is known to be anticipating their introduction in the coming decades.

Mrs Perry's comments came after the Government announced earlier this year that trials of driverless cars will take place in up to three cities in 2015 following a change in the Highway Code.

The vehicles use GPS technology to determine their exact location and navigate their way across the road map, although the law will still initially require a driver to be seated at the wheel.

A computer-controlled car made by Google has already clocked up more than 300,000 miles on trials in California, while the winners of the competition to run trials in the UK will be announced next month.

Mrs Perry admitted the "sci-fi" vehicles could make people feel "unsure" on the road and announced a new study into how drivers, cyclists and pedestrians will react to them.

"Driverless technology is the future. We can't avoid it and we don't want to," she said. "I can also understand that some drivers will be – at the very least – unsure of them.

"I have asked my officials to implement alongside the trials a study of driver and road user behaviour. I do believe this is important as a means to reassure the public that we are careful of the risk, but also recognising the need for progress."

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I am writing in response to Mike's article regarding the removal of the tax disc and in particular his reference to the DVLA being able to charge twice for the month that a car is sold. I would suggest that this also applied before the new system came into force.

Let me explain. If someone sold their car and wished to reclaim any unused tax then they could only reclaim any full months left remaining. If the new purchaser then wished to drive the car in the month of purchase then they had to pay for the tax in that month, meaning that the DVLA collected twice the fee for the month the car was sold/purchased in. If you sold the car to a motor dealer then it has always been the practice that they would reclaim any outstanding tax on the vehicle so the new buyer had to purchase tax to drive the vehicle off the forecourt.

Jeff Snape

## Our trip to the Morgan Factory in Malvern

Well, I did tell you in the last Newsletter that I would bore you with photos!

This visit was a birthday gift from my father in law Ken Stone. We had arranged to commence our tour at 1 p.m. It was about a 2 hour 20 minute drive down to Malvern. We just had time for a coffee in the café there before being called by our guide Mike for the tour. There were 13 of us one of whom was an owner of a Morgan. Firstly Mike gave us a brief chat about the usual health and safety rules, one being do not touch anything, especially anything that has been polished or painted as your fingerprints could not just be 'wiped off' and will cause a lot of problems! Mike also gave us a chat about the history of Morgan.

We then proceeded to be taken to several different workshops – there are no computers, and no robots. Everything is set up and manufactured by hand. We saw the chassis being worked on, the cutting of the wood which is a crucial part of the building of a Morgan, and we were all to all take home a small piece of wooden cut off - highly likely that this is the only piece of a Morgan we will ever own! Bob chose a piece in the shape of a doorstop. We could not enter the paint factory because we might all have come out in a different colour.



The photo below right is of a custom made Morgan for Mrs Janet Morgan, and is in the small museum at Malvern. It is automatic, which is quite unusual for a Morgan, and has features which Mrs Morgan requested. It is priceless. And it is very beautiful.



This would do nicely.....

..... Or this .....

We were taken to the upholstery department, where we were shown some of the different colours you can choose. Apparently there are 40,000 which you can choose from, but we only saw a few hundred swatches. One client had chosen 'Hot Pink' for the whole car, (including the bodywork)! Personally I prefer the 'Racing Green'.

Whilst touring the chassis workshop it appeared that there were a lot of left hand drives, so I asked what percentage were from clients abroad and the number was 75%.

At the end of the tour we had a very nice cream tea in the café and a wander around the shop. A great afternoon looking at beautiful, classic, custom made cars – can't be bad.

## My IAM Experience – Marcus Walker

Learning to drive, from an early age, had always been something I couldn't wait to get started with. So, on my 17th birthday I began my journey of learning to drive. It took me around six months before I passed my test and when I did I couldn't wait to get out on the road by myself. My first year of driving went fairly smoothly, I felt I was a strong driver and my confidence grew with each day, however, was this a curse in disguise? I was by no means your typical 'boy racer', but at the time I didn't quite realise how poor my driving ability was (But why should I? I had passed to the approved standard and knew no different).

My dad has always been a very keen car enthusiast and because of this cars had always been quite prominent within my childhood. From Ferraris to Fords, Vauxhalls to Volvos, many different makes and models littered the pages of his magazines. However retro Volkswagens; that was where my interests lay! Mk1 and 2 Golfs, Polos, and beetles; they were the sort of cars I wanted to be driving.

However, being a 17 year old boy on a part time wage has certain restrictions on the types of car you can afford to buy, particularly due to the fact all Insurance companies seem to hate anyone below the age of 30! So I started my driving career in an early 2001 Skoda Fabia, but after 18 months of hard work and saving (and a little help from my parents!) I finally had enough money together to buy what I really wanted, a MK2 Polo Coupe. It was perfect. All white. Mint condition. I loved it.

The day came for me to pick her up, it was snowing but I didn't care. All I wanted to do was get out on the roads! However, as you can probably guess, this came at a price.

After only twenty four hours of driving, whilst going too fast on a wet road, in an unfamiliar car, I put my pride and joy into the bottom of a 12 foot ditch. I was devastated! I had ruined my pride and joy, and just after one day. Something had got to change...

So, after a discussion with my parents, I decided to start the IAM skills for life course. It had always been something my dad had wanted to do as well so he joined up too (adding a little healthy competition to the proceedings!) Jan was given the unfortunate task of being my main guidance advisor (but what did she know? I was already a good driver wasn't I, my crash was just a bit of bad luck?). Clearly she knew a lot more than me because after two months I crashed my second car, an incident I was lucky to walk away from relatively unscathed. Both Jan and I now knew something major needed to happen if I was going to change my driving. She came down on me like a ton of bricks. She started using slightly more unorthodox techniques in order to show me the dangers of driving, but that was what I needed, as my attitude slowly started to change and I gradually started making improvements on my driving skill.

After 12 long months, the day had finally come; my test. And I passed (even achieving a F1rst!). How had I done it? With lots of hard work from both myself and Jan, that's how. Yes, it had taken me a lot longer than usual (nearly 8 months longer than my dad!!) but it was still the proudest achievement of my driving career to date.

I would like to take this opportunity to thank Chesterfield IAM for giving me the chance to complete the Skills for Life course, but most of all Jan, for her hard work, persistence and determination in helping me to achieve my F1rst and become a much safer driver. Without her commitment to improving my driving I am honestly not sure if I would be here writing this now. Thank you.

Both Marcus and John Watson are 'young drivers' and it is good to have them as members of the IAM.



**Congratulations to John Watson  
who passed his test on 7 October  
2014.  
His Observer was Bob Stone.**

December Newsletter will go to print on Monday 24  
November.

Any photos, articles etc. to be with me (Editor,  
[ymstone@aol.com](mailto:ymstone@aol.com)) by midnight on  
Sunday 23<sup>rd</sup> November please.



## NOVEMBER 2014

Sunday 2nd November	Guidance	Sainsbury's Car Park 9.30 am
Saturday 8 <sup>th</sup> November	Guidance	Sainsbury's Car Park 9.30 am
Thursday 20 <sup>th</sup>	Social – TBA	St Thomas's Centre, Brampton, 7.30 pm
Tuesday 25 November	Committee Meeting	Chesterfield Library Café, 7.30 pm

## Future Dates - December 2014

Guidance      Sunday 6<sup>th</sup>

## NO SATURDAY GUIDANCE IN DECEMBER

Christmas Social

Thursday 18<sup>th</sup>  
7.30 p.m.

St Thomas's Centre  
Chatsworth Road, Brampton

