

NOVEMBER 2015

ISSUE 11/15

CHALLENGE

**CHESTERFIELD ADVANCED MOTORISTS
GROUP NEWSLETTER**



facebook



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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 **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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We are sad to hear of the passing of Beryl Parker and send our sincere thoughts and condolences to Ray Parker and family.

November's news From the President.

As you will recall, no doubt, I have mentioned in many articles, the unrealistic MPG/emissions claimed by manufacturers.....now it is revealed that VW have really shot themselves in the foot by clever software manipulating emissions under test conditions. The mind boggles at how a collection of discreet electronic “bits”, soldered together, can detect when the vehicle is being tested for emission output...but even more puzzling ...how was it discovered after so many years ? (There could be quite a few bargains on the second hand market...”Fancy a low mileage nearly new VW guv?). It will be interesting to follow developments, perhaps changes will at last be made to make pre-sales figures more realistic.

Just another mention that our 40th anniversary is only a few weeks away now, if you have any ideas for events or anything else to celebrate this milestone, please let us know.

There is a celebratory dinner in January, it should be a very interesting and nostalgic evening...any photos of the group's activities or group members of the past (that are suitable for public viewing!) please let us have them, or bring them on the night. We would all like to see them.

Just a few “one liners” to finish with this month..

1. Albinos....you can't say fairer than that.
- 2.I've just been on a once in a lifetime holiday, tell you what....never again!
- 3.I told the doctor “whenever I pass from one country to another, I get drunk”. He said “You're a borderline alcoholic”!

Stay safe and happy

Mike.



40TH Anniversary Meal

The arrangements for our 40th Anniversary Celebration Dinner have now been finalised. It will be held on Saturday 23rd January 2016 at The Chesterfield Golf Club, Walton, 1900 for 1930

The menu is as follows: -

STARTER

Chefs Soup of the Day Broccoli & Blue Cheese
Noisettes of Melon with Sorbet & Soft Fruits
Chicken Liver Pate with Homemade Plum Chutney

MAIN

Pan Fried Breast of Chicken Forestiere
Grilled Fillet of Sea Bass Cleopatra
Greek Style Grilled Lamb Steak on Mediterranean Vegetables
Traditional Roast Topside of Beef with Yorkshire Puddings & Roasting Gravy

All served with a Panache of Seasonal Vegetables & Potato

DESSERT

Baked Blueberry Cheesecake with a Fresh Blueberry Compote
Steamed Toffee Sponge with Lashings of Creamy Custard
Chocolate Fudge Cake Served with Cream
Individual Plated Cheese & Biscuits with Celery & Grapes

Coffee, cream and mints

The cost is £25 per head and friends and family are invited.

Upon booking a £10 per head deposit will be required and this can be deposited in our social account, the details are

Ac/No 65432833

Sort Code 08-92-99

Ac Name: - Chesterfield Group of Advanced Motorists – Social Account

If paying by this method would you please enter your name followed by 40 in the reference field.

Alternatively, you can make payment at Guidance or at the Social or by contacting me on the numbers below.

When you have paid your deposit would you please let me know your menu choice either by email or by phone.

We are still in the process of arranging the entertainment and will keep you updated with the details.

If anybody has any photographs of group activities over the 40 years would you be willing to loan them to us to be displayed on the night.

If you require any further information, please do not hesitate to contact me on the numbers below.

Jeff

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IAM National Conference 2015

Yesterday (24th October) Dom and I attended this year's National Conference on behalf of the Group. I shared a lift with David and Bill of the Matlock Group for which I thank them and we all met up over coffee around 9am.

The conference was built around five individual workshops presented by IAM staff/guests and with all delegates attending each pre-set order. Yet again this was a failure in organisation with all delegates expected to move between workshop locations rooms at a set time – 15 mins was allowed for each move thus each hour session was only 45mins long. Region Four meetings arranged by Toby Shaw have been much better organised with the presenters moving – less people to move and less confusion over which room is next. The downside is that posters and presentation material cannot be moved but with most presenters using computers and PowerPoint this is a minor issue.

The Conference was opened by Alistair Cheyne and Ken Keir before Sarah Sillars addressed the meeting. I was very impressed by her in both content and delivery. She introduced a short film to 'remind us all why we exist'. If you have not seen it please look it up) (<http://savekidslives.fia.com/>) (Directed by Luc Besson)

So, the workshops themselves (in the order I attended). The declared aim was to share thoughts with between groups and IAM staff.

Attracting and Recruiting Young Drivers and New Riders

The IAM has been challenged in attracting younger drivers and in this connection we were introduced to the Under17 Car Club, a group that takes youngsters from age 11 and teaches driving skills in a safe off-road environment.

I was impressed by the presentation and hearing what some of the youngsters had to say about the learning experience, and that they have gone on to join the IAM when old enough is most welcome. However I am not sure that the workshop title was addressed. This was simply advertising their good work; in my view.

Driver Standards

This workshop was an update on the project for the introduction of new Driving standards. Though the name suggested new standards it was emphasised continually that nothing is really new, just refined to eliminate variations found between Groups and with Examiners.

The material will be the standard we are expected to teach, no exceptions but the delivery will be up to individuals. Thus how you present information can be personalised but to trim or not to trim will not be open to variation.

The development of the new material has taken place through pilot schemes and the apparent secrecy was defended on the basis that if information was openly shared it would not be a pilot and time would be wasted defending material being tested and not yet finalised. Sounds reasonable although most people are itching to get their hands on the material – only 350 pages of it too.

Observer Recruitment and Development

The aim of the workshop was to help understanding on why we have difficulties getting new observers and how to reward. Via an electronic voting system we gave our views - the aim being that a guide can be developed for all. I am not sure how successful this will be as views seem so varied.

IAM Group Engagement and Communication

The aim has been to make the IAM a household name so the session was trying to better understand the Strengths, Weaknesses, Opportunities and Threats that exist within our current structure. Apart from listing what management and a couple of previous workshops have concluded I was unclear what the workshop sought to achieve.

An update on the IAM Overall Strategy

This was an opportunity to meet Sarah Sillars OBE the Chief Executive Officer together with Ken Keir the Chairman elect.

They both spoke well about the strategy, introduced at last year's conference, and the need to be able to explain what we do to non-IAM members in a clear concise manner. Pity I did not write it down so I will have to wait until the slides appear of the website but it was along the lines of - *To be recognised as the best in the field of driving and riding advice and of post licence driver and rider training in the UK.*

They were also able to field a few questions that were geographically specific without losing the room, offering instead to consider such points for national roll-out after further research into Value for Money etc. That marked the end of a mainly interesting day. More coffee then home.

Bob Stone, Secretary

NB: In the film mentioned above, there are some scenes you may find upsetting.



A PHYSICIST WRITES . . .

There were some startling statistics among recent news releases from the IAM: an information request to Highways England (HE, though until recently the Highways Agency, HA) had revealed that in 2014 there were *more than 440,000* lane-closures on motorways and primary A-roads – closures all sanctioned by HE (I mean HA), presumably."

Vehicle breakdowns were by far the biggest cause, numerically, at 41% of the total. The second-largest item in the list was planned roadworks, but at only 14%. And therefore the IAM castigated people who didn't maintain their cars properly, thus putting lives at risk.

Quite right too. But let's think about it: roadworks on major roads might be completed overnight, but equally they may continue and disrupt traffic for months. I doubt if the 14% figure reflects that! You only have to consider the extra time that you spend in queues or diversions on account of the road being dug up, compared with delays due to broken-down vehicles, to suspect a flaw in Highways England's presentation of the data.

And for many drivers, of course, time is money: what an appalling waste it is of both, when traffic gets held up. Are there really no (further) steps that HE can take to minimize disruption caused by roadworks? Why can't all or most main-road repairs be carried out at night, for instance? The extra cost could very well be smaller than the gain to the economy from causing less daytime queuing.

You may rightly guess that I dislike any sort of waste! As an example, on the road as I approach a roundabout or other 'obstruction', always in my mind is the petrol I can save by lifting my foot early, hence having to brake less – in other words, converting less fuel finally into totally wasted heat.

Do I overdo this? Possibly. But I like to think (a) that it counterbalances other drivers who race up and then brake hard at the last minute, and (b) that I can make up for any time lost, by afterwards accelerating away briskly, which is I believe the most efficient way, fuel-wise, of getting back up to speed. (Incidentally, it's also a way of clarifying the intentions of a driver behind who you sense may be a tail-gater: if you succeed in putting a gap between you, and you're now up at the speed limit, then he/she will have to *exceed* the limit by some margin in order to close the gap again.)

Anyway, everyone has to strike their own balance between wasting something, and inconveniencing themselves by not wasting it! Though once you've got into the habit of economizing, the 'inconvenience' soon seems unimportant. Here at home we keep jugs beside the taps, downstairs and upstairs, for collecting the hot-tap run-off while the water is warming up; it then gets used later for rinsing. To us it's absurd to be pouring mains water, which costs money to produce, straight down the drain. (Some might even take the view that toilet-flushing with quantities of purified mains water is wasteful of it...)



While on a recent visit to Los Alcazares in Murcia, we heard a bang close to our apartment. I ignored it, thinking it was a car back-firing, but Bob looked out of the window and saw smoke rising up just behind some trees. The 'departamento de bomberos' were there very quickly but this Mercedes suffered a nasty demise! Thankfully, nobody was hurt in the incident – cause unknown. Editor

Lunch Club

Next lunch meeting will be Wednesday 11 November, 1 p.m.
at The Three Cottages, 229 Mansfield Road, Chesterfield S41 0JJ
Website: www.threecottagespub.com

There were only 3 of us at lunch club in October – a select group shall we say – so do try to join us for November’s lunch – they do fab sausages and mash and amazing pies at very reasonable prices. Please let me know if you will be coming. (ymstone@aol.com, 01246 568894)

Yvonne, Editor



Before we know it the Christmas Social will be upon us. If you have any thoughts on plans for the evening, please let us know.

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The Group have about two dozen wooden stakes approximately 1.2 metres high, and about 3cm x 3cm. They are no longer required by the group. They could be used for gardening purposes. Any reasonable offer will be considered. Please contact Bob Stone for details.

Diary Dates

NOVEMBER 2015

Sunday 1 st	Guidance	9.30 am Sainsbury's Car Park
Saturday 7 th	Guidance	9.30 am Sainsbury's Car Park
Wednesday 11 th	Lunch Club	The Three Cottages, 229 Mansfield Rd, Chesterfield 1 p.m.
Thursday 19 th	Social – Garry Wilson, ex Policeman is coming to give us some amusing stories about life on the 'beat' (or in the patrol car)	7.30 p.m. St Thomas's Centre, Chatsworth Road, Brampton
Tuesday 24 th	Committee Meeting	7.30 pm Chesterfield Library Café

Future Dates: December 2015

Sunday Guidance: 6th December

No Saturday Guidance in December

Christmas Social



Thursday 17th December

Committee Meeting

Tuesday 29th December