

DECEMBER 2012

ISSUE 12/12



CHALLENGE
CHESTERFIELD ADVANCED MOTORISTS
GROUP NEWSLETTER



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REGISTERED CHARITY NUMBER 1017471

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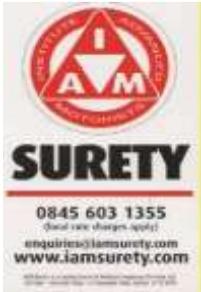
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DATA PROTECTION ACT

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

+++++

WHAT'S THE ANSWER TO THIS PUZZLE?

YOU'D BE SURPRISED HOW MANY PEOPLE HAVE GOT IT WRONG!

The sum is **6 – 1 x 0 + 2 ÷ 2 = ?**

Answer next time



Tyres.....the latest.....and more from the President

A new rule on tyre labelling came into force at the beginning of November – similar to the info you get when you buy a new fridge or washing machine. A new colour coded A – G gives motorists performance information about braking distances, tyre safety, grip in the wet, noise levels and energy efficiency.

The difference in fuel saving between the A and G rating could be worth £290 the experts at Michelin say (but do not elaborate on a time scale!) and on wet grip, again A – G, is a reputed 60 feet on braking distance between the best and the worst, but again do not mention any speeds!

With all the latest safety “inventions” of the past few years helping to make our roads safer, perhaps someone in government will come up with an idea for “driver education”, post learner test.....or would that be asking too much? WE are here and ready to do our bit, it would be good to be overwhelmed. Any views?

Fast approaching Christmas, now is the time for the first reminder of the February Auction, so all those “surplus to requirement” presents can be donated to help a worthy cause. I am really confident the overall total will exceed £2000 this year, so a couple of hundred pounds on the night will achieve this. I intend to make this milestone as public as possible, for maximum publicity for the Group. This is one of the social events you do not want to miss, as it could be YOU that drives off with the bargain of the night, (I think I have heard this phrase somewhere before... oh yes... this time last year!).

With winter conditions fast approaching, we all are familiar with the general rules on winter driving, but there may be some “odd” tricks that you have found beneficial, like carrying a heavy bag of sand in the boot, for example. Have you any other unusual remedies to combat icy/snowy weather, if so please share them in these pages for us all to try.

Finally.....good news from the car industry. Sales of new cars is on the up - a 12% rise in October sales with 68,191 cars being sold to the public, putting sales on course to break the 2million mark for the year. Let us hope this could be indicative of the general state of British industry in the very near future.

Stay safe and happy, Mike.

Thoughts, Reports and Retorts

From the Chairman.

This month's topic is Press Releases which the group receives by Email from Chiswick head office. One which was mentioned at the last committee meeting was regarding Emergency Vehicles and is of real concern to many associates taking the Skill for Life course, and of course to many others with more skills under their belts who are concerned regarding correct action under such circumstances when Blues and Twos are seen and heard either approaching or following your vehicle. The current legal position is also covered and makes interesting reading as you will see from the following reproduced statement which gives the findings of a recent web poll of 2506 respondents.

29 October 2012

Motorists want rule change for emergency vehicles.

Almost half of motorists believe that traffic stopped at an incident should keep a lane space free for emergency service vehicles, according to the latest poll by the IAM. They also agree that those who fail to get out of the way of an emergency vehicle should be fined. This approach is being trialled in Europe. (**See Ref 3**)

Thirty-five per cent of respondents admit that they don't know the current rules on how to deal with an approaching emergency service vehicles. This is reflected in the results with a quarter of people saying they would go through a red light to let an emergency vehicle through which is illegal, and almost a third have entered a bus lane to allow access to an emergency vehicle which often results in fines.

Forty-four per cent of motorists believe that it is unfair to prosecute someone who crosses a red light to let an emergency services vehicle through. A further 31 per cent of people feel that this should be made legal. But, overall the largest group of respondents (41 per cent) believe that the law should not be changed in regards to crossing red lights for emergency vehicles.

It is illegal to enter a bus lane during its active hours of operation to let an emergency vehicle past, and you can be fined if you do. Eighty-six per cent of motorists believe that this is unfair.

Other results show:

- 74 per cent of people will pull over where possible when they see an emergency vehicle approaching.
- Half of motorists would not drive through a red light if an emergency vehicle approached them from behind.
- 82 per cent of people are aware that it is illegal to cross a red light to let an emergency services vehicle past.

Findings reveal that, while most people are aware of the laws surrounding emergency vehicles, around half are willing to flout them to let the emergency services through.

IAM chief executive Simon Best said: “Fining people for pulling into empty bus lanes so that life-saving services can get through is just plain wrong.

“Most drivers quite rightly want to get out of the way. Simply catching and penalising drivers who break the rules to let emergency vehicles pass will not serve to educate them – people must understand the rules to abide by them.

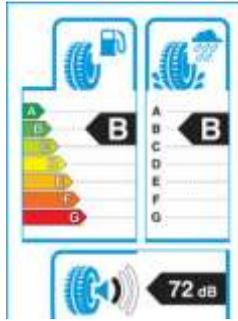
“Road users must be on the look-out for emergency service vehicles and move out of the way where possible but laws have been put in place for the safety of all road users. Our survey shows clear support for more clarity and new ways of ensuring police, fire and ambulance personnel get to incidents with maximum speed and minimum risk to themselves and others.”

Ref 3. Should you be travelling abroad in your vehicle it is as well to know that “Emergency corridors are now mandatory whenever congestion occurs on Austria’s motorways and dual carriageways. An emergency corridor is a precautionary corridor that motorists are required to form and leave clear between individual motorway (highway) or dual carriageway lanes whenever road congestion occurs.

From this you can well see the way legislation is going, so beware if you are in any such situation and act accordingly. It is the Law.

Bill Harrington.

EU tyre label



Car tyres should by now be bearing new labels to help consumers make more informed choices about which to buy.

The labels, brought in as a result of EU legislation, give every tyre a trio of ratings similar to those for household appliances and energy performance certificates, grading fuel efficiency and wet braking grip from A to G with noise measured in decibels.

The same ratings must all now be shown openly for car tyres produced after July 1 this year. In time all will have to bear the new label.

Mike Welch, founder and CEO of online tyre seller Blackcircles.com, believes that customers will see big benefits. “It sounds boring but it’s really quite important,” he said. “For once we’ve got a bit of legislation that’s looking after customers.

“Fuel costs aren’t going to come down for the foreseeable future, so the cost of motoring is going to have to be brought down in other ways and buying tyres is certainly one way where if people are smart about it they can save money.”

The three criteria selected for the labels are the most suitable according to Mr Welch’s experience from surveying customers at Blackcircles.com. In his research wet grip and fuel efficiency in particular came out as chief consumer concerns.

Mr Welch said: “I think it’s a good benchmark. Most manufacturers will offer a further set of criteria to dig a bit deeper if consumers feel they want to do that.”

Tyres have not seen the same level of investment and attention as many areas of road safety, even though they are the only things between the car and the road. Separate research released to coincide with the new labels' arrival reveals that 58% of Brits don't even know what make of tyres they have on their car.

"Unfortunately that is not how most people think about their tyres," said Mr Welch. "It's a necessary evil. In most cases when people need tyres they haven't got the budget for it and it's an unwelcome arrival into the in-tray of living costs."

Ray Parker

Little Gems from Insurance Claims,
courtesy of Clare Palmer (and Legal and General)



- "I turned into my drive and hit a tree which wasn't there before"
- "We parked behind the hedge for a picnic. I knew we were in trouble when the fox leapt over us".
- "The car I was following suddenly drove straight into me".
- "A stationary tree collided with me".
- "I had been shopping for plants all day and I was on my way home. As I reached an intersection, a hedge sprang up obscuring my vision, and I did not see the other car".

Duh!



NOTE FROM THE EDITOR

In future the Newsletter will be produced in time for the monthly Committee Meeting, to simplify distribution.

Due to Christmas/New Year, articles for January Newsletter to be with me by noon on Monday 17th please ready for Committee Meeting on 18th December.

(Committee Meetings are normally held on the last Tuesday of every month).

November Social Night

Barbara Shillaker gave a very informative and amusing talk on her venture into motorsport at the Social Night in November.

A suggestion was made that when the new racing season starts in 2013, we could do a group run to give support to Barbara and enjoy a day out as well. More discussion nearer the time

NOTICE OF GROUP ANNUAL GENERAL MEETING 2013

Notice is hereby given (Under Rule 2.2.1 section 4.12) by order of the Group Committee that the 38th Annual General Meeting of the Chesterfield Group of Advanced Motorists is to be held Club Chesterfield (also called the Chester Street Miners Welfare) at the junction of Ashgate Road and Chester Street, Chesterfield, S40 1DL on Thursday January 24th 2013, starting at 7.45pm.

The AGM is to enable the trustees of the Group (Charity number 1017471) to present for approval the Annual Report and Accounts for the year 2012, and for election of the 2013 Committee.

All members and friends are invited to attend but only fully paid up members of the IAM and Group will be eligible for election at to vote.

Election of 2013 Committee

In accordance with our past practice, all committee members will be retiring and therefore all posts are open for nomination.

Committee Posts to be elected are :

Chair / Vice Chair / Secretary / Treasurer / Membership Secretary / Social Secretary / Guidance Officer / Observer Training Officer / Public Relations Officer / Webmaster plus a number of additional committee members without specific portfolio.

Should you be interested in standing for any post the Secretary holds outline Job Descriptions for all posts, please contact him for a copy.

Nomination forms are available from the Secretary. Please submit nominations to the Secretary before the start of the meeting.

Secretary, Bob Stone, 5 Clifford Close, Chesterfield S40 3PP.
01246-568894 0770-447-1083 robjstone@aol.com

How to deal with tailgaters – Submitted by Chris Lake.

From an article by Peter Rodger, IAM

Tailgating is apparently the most annoying driving habit, but more than half of drivers admit to doing it. We look at how to deal with tailgaters safely and sensibly.

A poll of more than 3,000 people by car insurance firm Admiral discovered that tailgating is considered the most annoying driving habit.

And yet, according to road-safety charity Brake, more than 50 per cent of drivers admit to doing it.

This prevalence of inconsiderate driving can't be good for motorists' morale.

Everyone has an opinion on how to treat tailgaters. But what's the correct way to deal with them safely?

How to shake a tailgater

Well, this depends on whether your tailgater is a passive or an aggressive tailgater.

An aggressive tailgater has the clear intention of passing you. They will actively drive up your rear in a fashion that says "Get out of my way".

A passive tailgater is a different beast entirely.

Normally they have no real intention of passing you. They're quite happy for you to take the lead, but simply drive too close.

This is most likely an unconscious choice. It's more that they're not really concentrating, and not thinking about leaving a safe braking distance.

And as different beasts, they require different approaches.

Aggressive tailgaters

This one's simple. As soon as you can, and it's safe to do so, let them pass. That's it.

Not everyone will agree, and aggressive tailgaters clearly press a lot of motorists' buttons.

It can be tempting to hold them up, wind them up, and think up tricks that will make them mad. But it's just not worth it. No-one benefits and there's nothing to be gained by doing so.

Peter Rodger, head of driving standards at the Institute of Advanced Motorists, says: “The thing is with these drivers, they’re already aggressive. So they’re not about to back off.

“Anything you do to try and make them back off will just make them more unpredictable.”

So not only is there nothing to be gained by getting your own back on tailgaters, but you’re potentially creating an extra problem.

You could easily trigger road rage, which is only going to make the situation worse.

If you’re just further enraging the driver behind, it’s difficult to see how anyone’s going to win. Don’t feed the trolls.

Passive tailgaters

Dealing with passive tailgaters requires a bit more thought.

“Always leave plenty of space in front,” says Rodger.

As much as it may be tempting to try and put some space between you and the car behind, you don’t want to create the same situation for the car in front.

If the car in front were then to suddenly brake you’ll end up the unwitting filling in a sandwich.

Rodger adds: “Avoid braking sharply. Flashing your brake lights isn’t going to help. It’s better to just ease off your accelerator.”

This is because if you repeatedly brake, the flashing of your brake lights will start to lose impact.

It’s better to slow down gradually with your foot off the juice.

Then, if you do need to brake suddenly, the brake light should hopefully prompt the tailgater to take some evasive action.

This won’t entirely eliminate the risk of getting rear-ended but at least there’ll be less damage at a slower speed.

And, in the event of a car insurance claim or the police getting involved, you’re unlikely to be found at fault.

And finally: “And there’s one last tip,” says Rodger. “Don’t be a tailgater yourself.” After all, only a fool breaks the two-second rule.

Note from the Editor.

I read in the newspaper recently that there is a new ‘App’ you can get (if you have a fancy phone, that is), which will tell you when the nearest parking space has become available. Now, methinks this sounds like a brilliant idea at first, but when you think a bit more, it isn’t for the following reasons:

1. It means that you will have to be playing around with your phone whilst in your car. (I believe that even if you are parked but have the engine running and are using your mobile, you can still be charged).
2. This ‘App’ also enables wardens to hand out tickets more swiftly to cars that overstay their welcome!



**Bob Stone successfully undertook the
Special Assessment/Masters Test with Chris Tatlow
on Wednesday 21 November.
Many congratulations.**

(Oh whoopy doooo, now he will be even more of a backseat driver). ☹️

NAKED STREETS



Portishead is a coastal town in England about 120 miles west of London. The town of 22,000 people experimented with turning its traffic lights off on a major road in September 2009. Despite the traffic chaos, the streets still seemed safe.

The removal of the lights in Portishead, a city that has grown quickly in the last decade, was part of a four-week study “to solve long-standing congestion at the junction,” which was so debilitating and disruptive it sparked street protests and political campaigns from frustrated residents.

But the intersections became permanent after travel times for vehicles fell with no loss of pedestrian safety despite increases in the number of people using the road (more than 2,000 vehicles and 300 pedestrians per hour.) An article in a local Bristol newspaper explaining the effort stated, “drivers will now be expected to use a combination of common sense and courtesy to negotiate the junction of the town’s High Street, Wyndam Way and The Cabstand.” The method is much in contrast to one British publication’s description of car drivers’ relationships with traffic signals:

The thinking is based on the way drivers habitually race through lights before they *turn red and who are lulled into a false sense of security by the confidence that they have right of way* – making them less aware of potential hazards.

For the trial period, roads were monitored using cameras to see the impact of no traffic signals on congestion. (A 20 mile-per-hour speed limit was instituted over that same period.) In the video and in comments on articles about the initiative, residents said there have been big improvements—drivers pay more attention to the road and nearby pedestrians as opposed to traffic lights. Plus, there are savings, as each traffic light usually costs 30,000 to 50,000 pounds to maintain.

Self-Organizing Leads To Less Chaotic Streets

These lightless traffic junctures are known as “naked streets.” Trial projects that challenge the importance of traffic lights have occurred in other areas of England and Europe. (The first traffic signal, according to this video report, was erected in London in 1868.) The Portishead experiment is not alone in its redesign. Transport for London (TfL) worked to remove lights

in the central downtown with hopes of getting rid of as many as 20 percent of existing traffic lights with support from Mayor Boris Johnson. Recently the city aimed to eliminate 145 lights it deemed useless.

The original example is Drachten, a town in Holland of 50,000 people. It is home to exactly zero traffic lights. Even in areas of the town with a traffic volume of 22,000 cars per day, traffic lights have been replaced by roundabouts, extended cycle paths and improved pedestrian areas. The town saw accidents at one intersection fall from 36 over a four-year period to just two in the last two years since the lights were removed in 2006.

The counter-intuitive finding is that streets without traffic signals mean that cars drive more slowly and carefully because the rules of the road are ambiguous—there's no red, green or yellow to tell drivers precisely what to do. A Wired article from 2004 quotes Hans Monderman, the late architect of Holland's minimalist roads, who explains his approach of affecting driver behaviour: "A wide road with a lot of signs is telling a story," Monderman says. "It's saying, go ahead, don't worry, go as fast as you want, there's no need to pay attention to your surroundings. And that's a very dangerous message."

When a driver doesn't know who exactly has right of way, he or she seeks eye contact and reduces speed. These "naked streets" without traffic lights, road signs, barriers and other traffic controls forge shared streetscapes where cluttered space is replaced with common sense. These approaches are part of efforts to create walkable streets and design road conditions for multiple uses, not simply car driving.

At the end of the video, the producers state that removing lights is one step closer to a civilized sustainable culture. They could be right. A number of studies, experts, and urban residents say streets without traffic lights can be safer. However, traffic light removal must carefully take pedestrians into account. Residents, journalists and planners have voiced dissent of the approach and, in particular, question its viability to vulnerable and disabled pedestrians.

But still the argument for change is persuasive. Says video producer Martin Cassini: "A new hierarchy emerges with vulnerable road users at the top. Pedestrians in the shared space scenario, when there are no lights to dictate behaviour, are seen as fellow road users rather than obstacles in the way of the next light."

Well what do you think? I watched a tv program with this on and found it interesting. Part of Coventry is also trialing this system and it seems to be working.

Safe Driving

Ray



WHATS ON IN THE NEAR FUTURE

DECEMBER 2012

Sunday 2 nd	Guidance	9.30 am Sainsbury's Car Park
<u>NO SATURDAY GUIDANCE IN DECEMBER</u>		
Monday 10 th	Lunch at The Bowshaw, Dronfield 	12 for 12.30
Tuesday 18 th	Committee Meeting	Chesterfield Library Café, 7.30 p.m.
Thursday 20 th	Christmas Social 	Club Chesterfield 7.30 p.m.

Future Dates: January 2013

Thursday 3 January	Evening Meal , The Carnarvon, Teversal
Sunday 6 th	Guidance
Saturday 12 th	Guidance
Thursday 24 th	AGM
Tuesday 29 th	Committee Meeting