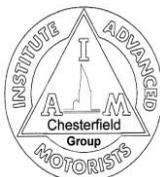


FEBRUARY 2012

ISSUE 2/12



CHALLENGE

CHESTERFIELD ADVANCED MOTORISTS

CHESTERFIELD ADVANCED MOTORISTS

GROUP NEWSLETTER



Post-Christmas Dinner – 4 January 2012
The Carnarvon, Teversal

facebook

iam.chesterfield@gmail.com

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GROUP WEB SITE: www.chesterfield-iam.org.uk

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.

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.

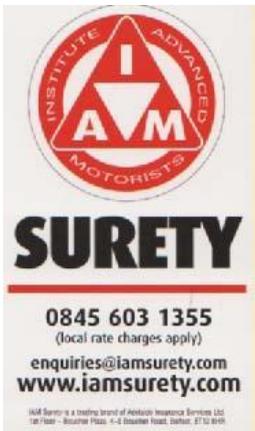
It is a fundamental part of your on-going training that you attend at least one, if not both of the guidance sessions each month. So please try to attend.

WE THANK THE MANAGEMENT OF SAINSBURY'S SUPERMARKET FOR ALLOWING US TO USE THEIR CAR PARK FOR OUR GUIDANCE SESSIONS

+++++

NEW MEMBER

Michele Baker, Observer is Bob Stone



SELF DRIVE HIRE
SERPENT MOTORS

SMALL CARS ... FAMILY CARS ... MINI BUSES ... VANS
ESTABLISHED FOR OVER 30 YEARS
10% DISCOUNT TO IAM MEMBERS

01246 279920
OLD ROAD, BRAMPTON,
CHESTERFIELD S40 2QZ

Thoughts, Reports and Retorts

From the Chairman.

With January well out of the way, 2012 is already becoming established and sees the groups new year start with a freshly elected committee, not a new committee but a rehash of the previous one with some adjustments to Offices which you can ascertain from the report, the web site or this magazine, but why is it that the recent AGM is so poorly supported when we need some new blood on the scene and there is still room to accommodate fresh faces with fresh ideas? Is it a time factor (only two hours a month for meetings), or is it an age thing? We desperately need a younger element with the drive of youth to ensure we progress on the right lines to keep on the road to success, (pardon the puns), and if you are past the first flush of youth there is still room for you, remember driving accommodates all ages from 17 to, well let's just say, the more mature. So if you qualify and wish to extend your talents in the Skill for Life field of Advanced Driving let me know or have a word with Bob our secretary, contact details can be found in this magazine - Your Group Needs You.

Great things are afoot within IAM and 2012 should be an interesting year and this was made clear, although still in the planning and development stage, when David Stringer spoke to us following the AGM. So watch this space, keep an eye on our web site and magazine for further information, and if you are computerised you may well like to view the official IAM web site at 'IAM.org.uk', not only will this keep you informed but you may express your opinions in the various polls which are published periodically, no prizes for this but you can play a part in shaping future road safety.

In imparting information in these pages I am hoping to encourage your involvement as outlined and in response I would like to know your feelings and opinions, so why not respond with a few written, or spoken words to Yvonne, your magazine editor, or Bob as group secretary or even to myself. A little of your time or experiences, particularly in relation to driving, could mean a great deal to other members, so why not make that new year resolution (it's not too late) and give it a go! As a 'Starter for 10' elsewhere you will find a comment from myself regarding an incident I have experienced and pass on as information, if you have anything similar to pass on or comment about then please do pass it on.

May you & your families, have a safe and successful years driving.

Bill Harrington.

You will have read a previous account when a chosen few of our members went for a driving “special assessment”. This was last October and although I was planning to be one of them, an unexpected, but pleasant, last minute surprise holiday coincided, so I was unable to attend this course. Fortunately, I was offered a later date by David Stringer (our regional organiser) on a “one off” basis for which I am very grateful.

This Special Assessment can only be described as police rapid response driving, without the ‘blues and twos’ BUT within the speed limits – perhaps the nearest a civilian can get to the Class 1 standard.

An hour up the A1 to Ferrybridge, I met up with David who explained what he was looking for.....using the system of car control, IPSGA to make progress...but at all times SAFELY. There are some great twisty 60 mph country roads enabling a lot of “straight lining” as well as a village totally in a 20 mph zone, quite a mix!

I will not bore you with all the details, but after TWO HOURS of full concentrated high speed driving with continuous commentary, it was a hard but rewarding session. My thanks to David for his time and advice and in a masochistic way I really enjoyed the experience. It was a real pleasure to drive sedately back home!

The main reason for mentioning my day out is that if another special assessment day is forthcoming – jump at the chance to put your skills to the test .After all, having passed the IAM Test, this is an even more demanding challenge and may be considered the final step (or is it just the next step?) in our motoring journey.

Now some Social News

Another gentle reminder now about the Auction at our February Social.....I have already the promise of some interesting “goodies”. Please bring your new or fairly new items on the night and be prepared to lighten your wallet/purse, all in the name of charity. I am really looking forward to passing the £2,000 mark this year, with your help I am sure we can do it.

More next month, stay safe and happy

Mike

IAM Chesterfield Group AGM

It was cold, raining, and there was some hail as well, but it did not deter eighteen of us from attending IAM Chesterfield Groups AGM, on the 19th of January 2012. RGC 4 David Stringer managed it over the tops and back to attend, giving us some encouragement, with regard to the work the group is doing and offering his help as and when needed. Why was it that you all did not come as well, we would have loved to see you? Anyway think about it for next year and don't let the weather keep you away.

The meeting got under way in the usual manner with the minutes of the last meeting being read and accepted as a true record that meeting. The committee retired on-block and then were re-elected. The outgoing committee were thanked for their work over the past year. Various other people were thanked for their part in making the group a success; people who have attended visits to the market square in Chesterfield and other outside events, in his absence Alan Morgan was thanked for towing the caravan as well as others who have helped out during his illness and in fact everyone who has helped the group over the last year in whatever form.

Reports were read out by the outgoing officials. These took the form of a quick look at twelve months in the life of IAM Chesterfield, from the outside events staged, to the test passes we have enjoyed, to training nights and pub lunches, as well as the Presidents Auction and the upkeep of the Website. To bring us back to reality there was a report from the man with the purse strings; just how much had we got in the bank and how much had 2011 cost us? Had he managed to keep us in the black? There was mention of the action group and its work looking at the detail of jobs needing attention, for example new Observer Training books, and Associate Record books as well as the planning of events. RGC 4 thought that this was a good idea as with the size of our committee this sort of detail is not possible.

This is a list of the committee elected; it is your group and your committee;

Chair - Bill Harrington,	Vice Chair - Ray Parker,
Secretary - Bob Stone,	Treasurer - Jeff Snape,
Training Officer – Bill Harrington	Web Master - Chris Lake
Guidance Officer - Ray Parker	PRO - Alan Morgan
Membership Secretary – Maynard Stevens	ALP – Jan Creswell
Social Secretary – Sue Wheatcroft	Member – Reg Holmes
Newsletter Editor – Yvonne Stone	Member John North

Sue Wheatcroft would have liked to retire but there was no one to take over from her at the present time so she agreed to remain in the position of Social Secretary, until a suitable candidate was found.

awaiting my neighbours waking from their slumbers and freeing me from a near frozen to death situation since it did snow that night.

Next day was time to sort out the problem, incidentally, on arrival home I was able to lock the car with a spare key from the house which indicated it was the key which had failed and not the locking mechanism on the car, so I delved into the hand book which in case of failure pointed to the battery being faulty and warranted a trip to the local motor shop for a new one but which at a modest price failed to rectify the situation. More reading ensued and the last line said ‘avoid close contact with any magnetic source’ and therein lay the clue to the problem. The key fob I was using had a shopping trolley disc attached to it **magnetically** and the car key was in very close proximity to it, this was not a problem over the previous years I had been using the same key fobs with two previous cars with no adverse effects, but I recall recently losing the trolley disc ‘keeper’ from the fob and I presume the magnetic field was able to exert its presence on the car remote, very much to my consternation. To add weight to this solution I related my experience to David Stringer at the recent AGM and he told me of a similar, but unsolved situation at a particular petrol station in York where it has been reported that several vehicles have refuelled and been unable to start on attempting to exit the station, in this case the solution was to push the vehicle away from the pump and from under the canopy and a successful start was accomplished. It all seems to be connected with Magnetic or Radio Frequencies, so if you have any similar experiences please let us know, and in the meantime - beware of a potential situation. Incidentally, replacement remotes can be very expensive (£100+), but they can be recoded if you can find someone to do it, preferably local, and at a reasonable cost (about £30).

Bill Harrington.

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**PUBLICATION DATE FOR MARCH NEWSLETTER  
WILL BE 30 MARCH**

~~~~~

Topcat or Meerkat - Selwyn

My car insurance with IAM SURETY is due to expire in January and since Christmas my post bag has been loaded with other companies trying to get in on the act. With the SURETY premium now at £284 I thought it was about time to do a Meerkat.

One of the brochures called was QUICKPAGES and it drew my attention as it supplied nine different companies with a Freephone quote and a form that you filled in as you go along, instead of using the net. So armed with all my details I waded in with Direct Line, Swinton, Churchill and Prudential, not much improvement till I hit Age UK where they came down to £240 and then Rias who came close to £200, so I declared them my winner. Giving them the rest of my details they accepted and said they would send me my policy details by post. One hour later Surety rang up to finally tie me up, but I told them they were not competitive and had lost the final vote. Whereupon they said they would beat the oppositions quote with a startling £198 and all the same conditions I had previously, on condition that I sent them a copy of the quote offered. So I am still with IAM SURETY but not very pleased with the treatment of my 3 years custom and the way they perform their business.

Any other IAM member with Surety insurance should really check that their premium is the best they can offer, if not get hold of the Meerkat.

Group Training Night Thursday 25th April 2012

I'm advertising this very early so you can all make a note in your diaries. The meeting will take place at St John's HQ on Derby Road, time will be 6.30pm for 7.00pm start. Please use the rear entrance.

It is very important that you attend these meetings as they will keep you up to date with what is going on within our group. The last one we had was an introduction to the new Associate book and this one will work more towards the Observer Training Record book and other issues. And of course the senior observers will be there to answer all questions.

Safe Driving, Ray Parker

Test Passes

Congratulations to:



Barbara Shillaker passed her test on 5 February and her observer was John North



Mathew Bawden who passed his test on 21 December 2011. His Observer was Chris Lake with input from Mike Dickerson

Membership Renewal by Standing Order

Some of you may recall that in my annual report earlier this year I said that I would be looking at offering members the option of renewing their membership of the group by standing order.

With the consent of the committee I am now in a position to offer this facility to members. This will offer the following advantages to both members and the group:-

- Secure. (i.e. membership dues not being sent through the post and committee members not having to physically take these to the bank)
- Safe (This is an arrangement between the member and their bank so you do not have to pass on your bank details to the group meaning there will be little chance of identity theft)
- Members will not have to remember when their membership is due for renewal. Your bank will automatically send your membership fee to the group. We will however still require an annual membership form to be completed to ensure that our records are kept up to date.

A standing order form is included with this newsletter and if you wish to take advantage of this method of renewal then please complete the form and then take it to your bank. You do not have to wait for your renewal to become due to set this up and if you require information regarding your renewal date please contact either Maynard or myself.

If you require any more information regarding this method of renewal then please contact myself on 07885 746371.

Also, please let me know if you have decided to set up a standing order for renewal of membership.

Jeff Snape

Treasurer

Bank Standing Order Mandate

To:

My Bank:

Postal Address:

Please pay by banker's standing order, cancelling any previous instructions regarding this payee:

Pay To:

Bank Name: **CO-OPERATIVE BANK** Sort Code: **08-92-99**

Account Number: **65427644**

Account Name: **CHESTERFIELD GROUP of ADVANCED MOTORISTS**

Amount (Figures):

Amount (Words):

Date of First Payment:

Reference: (Please enter your name and membership number)

And then every 12 MONTHS until further notice by me, and debit my account accordingly

I hereby authorize you to set-up this standing order payment on my account.

My account:

Account Name:

Sort code:

Account number:

Signed:

Date:

Name: (Block Capitals):

Address:

Telephone:

Three Point Turn

Step one: Turn in

The phrase 'three-point turn' is actually a misleading one because you're allowed to make more than three points, so to speak, during the manoeuvre if need be. Five is ok, and although seven might raise your tester's eyebrows, you're still unlikely to fail unless you've done something really silly (like mounting the pavement or mowing down an elderly person).

Anyway, step one is to pull up safely at the left side of the road, indicating as you do so. When it's clear, signal right (if signal is needed), turn the wheel full lock to the right and gently move forward. The key is to look around at all times to make sure there's no traffic coming in either direction that you could obstruct. Once you're close to the opposite kerb, stop perpendicular to it. Gently brushing it with the front tyres isn't a disaster, but don't strike the pavement hard (or drive onto it) whatever you do.

Some will advise you to prepare for the next step by turning the wheel back the opposite way as you're coming to a stop.

Step two: Reverse

So, you're at more or less a 90-degree angle with the kerb now. Keep looking left and right for traffic. Put the car in reverse, gently begin to crawl backwards turning the wheel full lock to the left. Again, go back as far as you can but avoid touching the kerb with the rear tyres if possible. Before you start to reverse it's actually legal to remove your seatbelt if it helps visibility, but in reality that probably won't help and will just hinder you when you have to put it back on.

Again, it's possible to ease the steering effort required by reversing the lock as you come to a stop.

Step three: Turn out

Begin to move forward turning back full lock to the right (or as much as you need to get in lane). If the road is particularly thin you might need to move forwards and backwards again before facing the way you want to, but it's essential to remember to keep looking all around for traffic coming in both directions. You should always be in control, driving smoothly and slowly, and if you've taken your seatbelt off, make sure you put it back on again before setting off; imagine making the perfect three-point turn then failing your test for merrily meandering off without your belt on?

And lets not forget the handbrake between each manoeuvre to prevent any roll back.

Ray Parker

The Green Thing

In the line at the supermarket, the cashier told an older woman that she should bring her own grocery bags because plastic bags weren't good for the environment.

The woman apologized to him and explained, "We didn't have the green thing back in my day."

The clerk responded, "That's our problem today.

Your generation did not care enough to save our environment."

He was right -- our generation didn't have the green thing in its day. Back then, we returned milk bottles, soda bottles and beer bottles to the shop or off licence. They sent them back to the plant to be washed, sterilized and refilled and re-used. So it could use the same bottles over and over. So they really were recycled.

But we didn't have the green thing back in our day.

We walked up stairs, because we didn't have lifts and escalators in every shop and office building.

We walked to the local shops and didn't climb into a 300-horsepower machine every time we had to go to a supermarket.

We bought fruit and veg loose - and washed them at home. We didn't have to throw away bins full of plastic, foam and paper packaging that need huge recycling plants fed by monster trucks all day, everyday.

But she was right. We didn't have the green thing in our day.

Back then, we washed the baby's nappies because we didn't have the throw-away kind. We dried clothes on a line, not in an energy gobbling machine burning up 220 volts -- wind and solar power really did dry the clothes.

Kids got hand-me-down (mostly hand made or hand knitted) clothes from their brothers or sisters, not always brand-new clothing shipped from the other side of the planet.

But that old lady is right; we didn't have the green thing back in our day.

Back then shops repaired things with funny things called spare parts - we didn't need to throw whole items away because a small part failed.

Back then, we had one TV, or radio, in the house -- not a TV in every room. And the TV had a small screen the size of a handkerchief (remember them?), not a screen the size of Wales .

In the kitchen, we blended and stirred by hand because we didn't have electric

machines to do everything for us.

When we packaged a fragile item to send in the mail, we used a wadded up old newspaper to cushion it, not Styrofoam or plastic bubble wrap.

Back then, we didn't fire up an engine and burn petrol just to cut the lawn. We used a push mower that ran on human power and hand clippers for the hedges.

We exercised by working so we didn't need to go to a brightly lit, air conditioned health club to run on treadmills that operate on electricity and then drink millions of bottles of that special water from those plastic bottles.

But she's right; we didn't have the green thing back then.

We drank from a fountain when we were thirsty instead of using a plastic cup or a plastic bottle every time we had a drink of water.

We refilled writing pens with ink instead of buying a new plastic pen, and we replaced blades in a razor instead of throwing away the whole plastic razor just because the blade got dull.

But we didn't have the green thing back then.

Back then, people took the bus and kids rode their bikes to school or walked instead of turning their parents into a 24-hour taxi service.

We had one electrical outlet in a room, not an entire bank of sockets to power a dozen appliances. And we didn't need a computerized gadget to receive a signal beamed from satellites 2,000 miles out in space in order to find the nearest fish & chip shop.

But isn't it sad the current generation laments how wasteful we old folks were just because we didn't have the green thing back then?

Bill Harrington

Did you get jump leads for Christmas?

Sometimes you do get a great gift for Christmas from a thoughtful friend and that could be in the form of a pair of jump leads. Yes I can hear you saying what a sad gift, but never-the-less a useful one if your battery is flat. The point is when you have got jump leads can you use them, or more to the point are they even in the car? I once bought some for a friend but when they were required they were at home in a draw; what is the point of having jump leads, if you are just going to leave them at home? It is still winter and a flat battery is possible. There is also a green square on the top of your battery, meaning that it still has enough power to start, if the square is red, then either you need a new battery or it needs charging up. Think about checking this when doing your out-side checks, it may save you having a flat battery.

What are jump leads – they are two long pieces of plastic covered wire with big clips on each end, one pair with red clips the other with black clips. They enable you to pass power from one car battery to another car with a flat battery so that you are able to start the engine. If you don't connect the leads in the right way you will get sparks flying.

If your car's battery is dead you can connect to another car to jump start yours; with the ignition off and the handbrake on.

Clip the red leads to the battery positive terminal on the other car and then to the positive terminal on your car. Come on ladies you know where the battery is and it's the side of the battery that has the little plus sign against it. (+)

Clip the black leads to the battery negative terminal on the other car and then to the negative terminal on your car. It's the side of the battery that has the little minus sign against it. (-) There may be grease on the terminals so don't remove it; it's a form of winter protection.

Start the engine of the other car allowing it to run for a few minutes then, with the engine still running start your car and leave both cars running for about ten minutes.

Whatever you do don't remove the jump leads whilst the engines are still running. This can damage the electronics of either car, and also you might get a shock from it. Not sure how powerful the shock might be as I have never had one. Turn off the engines of both cars.

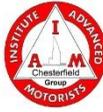
Disconnect the leads carefully in the reverse order to the way that they were connected. In other words take off the black leads first and then the red ones.

Don't let the clips touch each other or touch the bodywork of either car.

Using your cars own battery power, start it. If it won't start there may be a more serious problem needing attention.

If you were given a power pack, you can use this in the same manner. Make sure that you read all these instructions before starting.

Jan



MONTHLY PHOTOGRAPHY COMPETITION



WINNER DECEMBER 2011

MICHELE YOUNG



Congratulations on an excellent shot. A lovely clear image which looks almost non-photographic.

NEXT MONTH:

January's competition on **Weather** closes on January 30th and winners will be announced at the caravan and in the next newsletter.

Entries will open on 5th February for the February competition with the theme of:
Water

If you are unable to make the caravan, please email your wish to enter and you will receive the password. iam.chesterfield@yahoo.com

Festive Meals with Chesterfield IAM

After the success of last year's Chesterfield IAM's Christmas Dinner which was a really enjoyable event, our Social Secretary Sue Wheatcroft went one better this year and organised not one but two festive meals for members and their partners.

The first event was a pre-Christmas lunchtime gathering held at The Bowshaw Toby Carvery near the Dronfield by-pass on 29 November 2011 which eighteen members came to. The staff were very welcoming and attentive throughout the lunch. We were seated in a section at the far end of the spacious dining room which had been especially reserved and laid out for us complete with Christmas crackers. We had previously chosen our starters and puddings and Sue produced her attractive name cards complete with chocolate coin and our chosen menu-very helpful if we've forgotten! The carvery was excellent with a choice of roasts including turkey and a huge variety of accompanying vegetables. The lunch was very enjoyable and certainly put us in festive mode and set us up for the countdown to Christmas.

On Wednesday 4th January 2012 the second social event was a New Year Celebration held again at The Carnarvon, Teversal. This year there was no snow or ice to worry about just wind and heavy rain! Everybody who came last year booked again for this year plus a few more showing the popularity of the event. We of course missed Alan and Julie who sadly could not attend due to Alan not being very well and we send them all our good wishes. This year we were seated in the new contemporary conservatory which had a stunning chandelier in the centre and very luxurious, comfortable dining chairs. It's always nice to have an occasion to dress up in this era of more casual attire and it was lovely to see our gentleman members looking extremely smart in suits/jackets and ties - one member was particularly pleased that his suit still fitted as it hadn't been out of the wardrobe for several years! Again the food and service were of a high standard and we had a most enjoyable evening to mark the end of the festive season.



Many thanks go to Sue for all her hard work organising these lovely events for Christmas and New Year and also all the other enjoyable luncheons at different venues we have had during 2011. They are a great way to get to know our fellow members better and have good food and a sociable chat in a relaxed atmosphere.

Michele Young

Guidance Officer looking for guidance.

It was a good day, Saturday 3rd September 2011; that was until the gauntlet was thrown down to Ray Parker, Chesterfield IAM Guidance Officer. Dominic Booth who could if necessary reverse round a six-pence, if he knew what one was, set Ray the challenge of turning his 1.4 Corsa three hundred and sixty degrees round at the top of his driveway in Eckington. His drive is at an angle of about 45 degrees off the main road and very narrow. It was decided that Bill and Jan should be witnesses to this challenge to see if it was or was not completed correctly.

The challenge was on!

At the top of the drive there are three 4 by 4's, the house, a stone wall, and the garage to contend with, not to mention the table and chairs, stone bench, a large plant tub and raised beds. At this point Ray thought back to the Intergroup Challenge, his heart began to race, failure so he thought was not an option. Ray drove his car up the driveway, turned sharp right by the house wall to find the first of the 4 by 4's, a stone bench, plant tub and some seats. Reverse – oh, then there is the garage and a stone wall to contend with. Just missed the wall, by about

half an inch; then it had to be forward with full lock. Is it Advanced Driving to put full lock on without moving the car, and don't you damage the tyres if you move to the full lock position without moving the car? That question is left for you to answer for yourself.

Anyway it was forward with full lock and yet another reverse – “will you tell me when I get near the stone wall?” “No.” It was just the fact that we had to; three or four shunts later and he was well and truly stuck: being at about a fifty degree angle between the garage, stone wall and the house. Forward – Oh no - a faint groan – this was from the car, as it hit the stone wall of the house; not a lot of damage only a few paint scrapes.

He had failed the challenge. Never again will he be able to crow about his reversing, and to make matters worse there were witnesses and the inevitable video camera. Yes you've got it, we have all the action on camera. At this point it would not be very nice of me to say that copies are on sale, contact Dominic Booth; but if asked I'm sure he would delight in showing you the video. It's at this point that Ray gets embarrassed.

Ray Parkers comments. “The yard was incredibly tight, but I am always ready to accept any challenge offered to me. When you are given a challenge by an associate, or by an Advanced Driver so young, it is our duty to respond and accept it. Yes I fluffed it this time, but there will be another try at a later date”.

Jan

(Apologies to Jan that this was omitted from a previous Newsletter – Ed)

Chris Tatlow, IAM Staff Examiner Region 4

I began my association with the IAM in 1977, joining by exemption as I had successfully completed a police advanced car course. I was able to join as a motor cyclist as well, I had completed that course the year before, and was currently a motor cycle 'cop! I also joined the Sheffield car group, run in those days by Bernard Smith, the motoring correspondent of the local newspaper. The observer route was a case of, “Oh, you have passed your test, you can be an Observer – take Mr Bloggs out...” I kept my driving qualifications quiet, but was rumbled after a couple of months, and then my IAM association took off.

I became a police driver trainer in 1981, still active with Observing. The two Examiners in Sheffield at that time were Gordon Hodgkinson and David Burgum, but in 1985, David stood down from motor cycle examining, so I had a telephone interview with Ted Clement, the Chief Examiner, he sent me a package and said, “Get on with it”.

How different it is these days. But, get on with it I did, and the year after I began car examining as well, such were the numbers going through the Sheffield group.

By the time I retired from the police service in 1997, I had conducted 483 tests for the IAM. I continued my IAM association, and in 2000 I was approached by Trevor Poxon, the Assistant Chief Examiner, to see if I was interested in a new post that was being created, that of Staff Examiner. The rest is history. Looking back, none of us, Trevor, Bryan Lunn or the other two potential Staff Examiners, really knew what we had let ourselves in for. I was responsible for quality assurance issues with Examiners, inducting new Examiners, conducting senior observer tests, special assessments, liaising with groups and with the Chief Examiner. I made a number of visits to groups, Chesterfield included, explaining what I was all about.

Not long after this, the senior observer system changed to a much more professional way of testing – who remembers the two observers in a car stooging for each other! So, that was added to my responsibility list, and it has just grown over the years. It is nice to get to the IAM Conference every year, and meet up with people I haven't seen for a while, talk to others and compare notes.

Another recent addition to my role is to assist with the regional training team which David Stringer; Region 4 coordinator has had a huge part in setting up. We have been active with this for some three years, and have a team of 12 from all over the region. The team are all Observers or Seniors, and all have attained a good mark in the Special Assessment or better. The 'or better' refers to seniors who are ex cops who have joined by exemption. There is one Examiner on the team as well, he is from further up north and can help out when I can't make the event. The Team visit groups around the region helping out with Observer training issues, and it is very successful. The ROT team, as they are known, have been instrumental in other IAM regions setting up similar teams. It can only get better.

My responsibilities have increased as time has gone on, but I do enjoy the job, especially the practical side of things. IAM Skills days are particularly good, I have acted as instructor on such days with people of varying degrees of skills. It is very pleasing to help someone get more out of themselves and their car in a controlled environment. I feel very privileged to have belonged to a rather small elite band of police driver trainers and to be able to use that knowledge and experience to pass on to others.

Chris Tatlow
IAM Staff Examiner Region 4

Preparation for IAM Observer Training at Leeming Bar, North Yorkshire

Will it be another of those days when everyone has a good laugh, as I just get lost and have to send out an SOS text message? I'm told getting lost is a woman thing, so out with the map before I go. Leeming Bar looks to be about 83 miles a bit left of north so shouldn't present a problem, or will it? Is it the M1, A1, or the A1M, and is it left or right around Doncaster; well if it's the A1 you will have lay-bys and can consult your map; otherwise if on the M1 you get lost; or at least I can? Should I take the compass and I-phone; or the gadget that always says "turn around when possible"? We used the sat-nav when we were going to Ilkeston Fire Station and at one point it forgot the road we were on and pictured us going across a field into the river; so best not take that. Anyway I will put in my trusted map and compass, as well as all spare items that we women take with us on a trip; and no they will not all fit into my handbag.

Never having been on an IAM Observer Training Day I'm a little lost as to what to expect and more to the point; should I have done any preparation? What was the old saying, tidy car means tidy driving; that means I have to clean the car, or do I get in touch with King Dom. He's the group cleaning King, and an excellent one at that. First it's a wash and rinse, then it's a tube of grey or white polish put on with an electric polisher; leave it to cure then hand polish. Cure, I thought that was bacon. This is followed by more polish, wax from a purple bottle; and then something to bring up the shine and keep the wax on; unless you wash your car with 'Fairy'. Even the polish has to be applied vertical strokes followed by horizontal strokes, why not just polish it. Five hours and twenty-five micro-fibre cloths later and the front looks great, all the rain beads on the paint work; then it's 'Rainex' on the outside of the windows and 'Fogex' on the inside. I will just have time for a quick 'hover-out' in the morning before setting off; and no I'm not going to cling-film my number plate up before I go; tidy car or not. Oh, just forgot to say that you have to remove all the brake dust from your wheels with a tooth brush, before starting cleaning. All this palaver is worse than when we women go to the hairdressers.

Another thing; must not forget your outside checks as these are vital when setting off on a long journey. Petrol; yes got enough. Bonnet up and have a look; oil next and yes I have heard the one about the woman who went into the services and asked for a bit welding onto the dipstick as it didn't reach the oil; mine however if fine. Washer bottle needs a top up as it's only half full

and it's motorways there and back, don't forget to check if the fluid is to dilute or is the correct strength; Coolant fine, brake fluid; this looks as though it needs a top-up; but how, you can't get at the filler cap unless you remove the cover plate; and that's a socket set job. Another trip to my friendly garage man in the morning; you know the man who can at a price. Someone has mentioned to me recently that all modern cars have a 'servo', it's another of the bits that helps with the braking and presumably the brake fluid goes through it, or perhaps not. Blue pipes are for fuel and green pipes are for brake fluid; if you remember that it should be easy to find. Oh just been told that all pipes are not colour coded, pity. I have located a square metal box with four green inlet/outlet pipes on the top, but that's not the 'servo' that's the pump for the ABS; another thing that helps with braking. It is situated nearly over the offside front wheel; but what it does I really can't tell you. Found the 'servo' it's just at the back of the brake fluid reservoir, the big round thing that is bolted onto the chassis! Next thing, do all the lights work, yes checked? Tyres next, need a quick check for damage and to be at the correct pressure so that you don't skid or use extra petrol on your journey; if in doubt look up the pressure in your hand-book. Don't forget to check your wiper blades, these are also rubber. Clean with vinegar as necessary, but replace if damaged. That brings me onto the last item in 'POWERY' yourself, if having a drink the night before going out, one unit of alcohol needs one hour to go out of your system. So that if you drink four units this will take four hours before it is out of your system. Forget this and you could be over the limit. It's a DR40, in charge of a vehicle while alcohol level above limit, or DR50, in charge of a vehicle while unfit through drink, if you get caught that's ten points on your licence. So watch it! Remember to set off in a relaxed frame of mind, as you need all your faculties driving up the motorway.

I wonder if I should have looked at 'Roadcraft', or anything else before going to Leeming. No one has told us what preparation we should be doing, or even if we need our documents. I will put them in anyway, always go prepared. Now I have just a little time left this evening, so its coffee, more coffee and 'Roadcraft', and sleep in that order.

What we get up to at 'Leeming' will come later.

Jan

HOW WOULD YOU LIKE TO RAISE FUNDS FOR CHESTERFIELD
ADVANCED MOTORISTS WHEN YOU SEARCH THE WEB OR
PURCHASE ONLINE?

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To search the web the web address is:-

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If you require any further information please contact myself on 07885 746371

Thanks!

Jeff Snape
Treasurer
Chesterfield Advanced Motorists

Derbyshire Police obtain 3D Laser Technology

Drivers in Derbyshire are set to benefit from shorter motorway closures as cutting-edge laser technology is rolled out across the county. The Department of Transport has awarded Derbyshire police £64,873 to buy a mobile 3D scanning device. The technology will help crash investigators painstakingly surveying multiple sections of a scene.

Chief Inspector Steve Wilson, head of roads policing at Derbyshire police, said that the scanner would allow police to survey a crash scene in a matter of minutes instead of hours. He added “ This very much supports the government’s agenda to ensure disruption to communities and industry following a collision is kept to a minimum- something we support “

A digital image of the site can be viewed on a computer screen remotely allowing investigators to take measurements of where vehicles are in relation to each other and examine other important evidence. The roll-out of 3D laser technology is part of a government–led initiative known as “clear”. The technology is set to reduce delays and keep traffic moving.

Roads Minister Mike Penning said “ Today’s £64,000 funding award to Derbyshire police will see 3D laser scanners rolled-out quickly where they are needed most. This will benefit drivers by reducing incident clear up times by 39 minutes on average.” The Road Minister thanked police forces for seizing the opportunity to purchase laser scanners and contributing funds towards the purchase.

Chief Insp Wilson said the scanners would also allow investigators to revisit a crash scene at a later date. He added that when a collision occurs they do not always know how serious injuries will be. This will mean that the held data can be revisited at any time in the future.

Serious bidders will start to receive their grants from January 2012 to enable them to put the technology to use quickly on motorways and major A roads. (Derbyshire Times)

Alan Morgan, Public Relations Officer

WHATS ON IN THE NEAR FUTURE

January 2012

Tuesday 31 January	Committee Meeting, Chesterfield Library, 7.30 p.m.
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February 2012

Sunday 5 February	Guidance - Sainsbury's Car Park 9.30 a.m.
Saturday 11 February	Guidance - Sainsbury's Car Park 9.30 a.m.
Thursday 16 February	<p>Charity Auction Night, Chesterfield Club 7.30 p.m.</p>  <p style="text-align: right;">in aid of Ashgate Hospice</p>
Tuesday 28 February	Committee Meeting, Chesterfield Library 7.30 p.m.

Future Dates:

- ❖ March 6th – Examiners Night, at Duke William, Matlock, 7.30 for 8 p.m.
- ❖ March 23rd Driver Skills Day, Croft Circuit

- ❖ April 13, 14, 15th “Come and Meet the Fab 4”
The Blue Peter, Tornado,
Flying Scotsman, & Dominion of New Zealand
Barrow Hill Heritage Railway
- ❖ April 21st Regional Spring Forum, The Lodge, Leeming Bar
- ❖ April 25th Group Training Night, St Johns HQ, Derby Road 6.30 pm