

MARCH 2015

ISSUE 3/15



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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Congratulations to Sil Kinder who passed his test on Friday, 6 February 2015.

Cable twist and more from the President.



Last month, I told a story concerning the left hand threaded towing eye confusion....SOLVED! Rope/cable is made in a very old traditional way involving twisting of strands in a certain manner, and it is this very twisting that enforces the need for the L.H. thread. When the cable “takes up the strain”, it wants to unwind slightly and theoretically could try to undo the eye if threaded the usual way – hence the need for the “wrong” way. So contrary to my first thoughts on there being no torque involved in this operation, there is, albeit a miniscule amount. You learn something new every day.

Looking forward to the new 15 reg plates – surely it is going to be read as IS, am now wondering what “words” going to be made using the two locality letters in front. THIS, KRIS, DAIS, IBIS, AXIS, AMIS, ODIS, to name but a few. Any thoughts – keep them clean!

Just about got rid of all the snow, still compacted piles in the Civic Centre Car Park out of the sun. Let’s hope that is the last of the really bad weather. I love to see the snow on the hills – if only it would stay off the roads. A good time for the panel repair/ re-spray trade though.

Unfortunately the accident figures are going the wrong way at the moment, let us hope that with the advent of better/drier weather, things will improve. Hope so.

And finally, just had an intermediate service on my car at a very reasonable £180, but..... this is £30 more than I paid for my first car in 1960 !!!! How times change.

More next month, stay safe and happy

Mike



March 2015 – From the Chairman, Dom Booth

Hello everyone and welcome to our March Newsletter!
2015 is quite a busy year for new motoring law, this month I'm going to touch on some of them.

Drug-Driving

On the 2nd March tighter laws on drug-driving are being introduced, not only illegal drugs, but legal drugs too. Police will be able to test at the roadside for illegal drugs such as cannabis, cocaine, LSD, heroin, ketamine and ecstasy. The penalties will be similar to those currently for drink-driving.

A video explaining some more can be found at: <http://goo.gl/A7KaBL>

Driving License

On the 8th June the paper part of our driving licenses (the counterpart) will no longer be issued and may as well follow the same fate as the tax disc did in October last year! [Owners of the pre-1998 licenses will need to hang onto them until they renew.]

Smoking

From the 1st October it will be illegal for the driver, or any passengers, to smoke in a vehicle if another passenger is under 18. The fine for the driver if they or one of their passengers breaks the law ranges from £60 up to £10,000!!

“Over 430,000 children aged 11-15 in England are exposed to second-hand smoke in their family cars at least once a week.” – British Lung Foundation

Bob and I recently had a long weekend in the Lakes and visited the Lakeland Motor Museum. Some interesting vehicles there, including the one below which was Donald Campbell's Bentley, in Bluebird Blue, of course.



This A35 brought back memories of my first car, which was actually a slightly different model – an A30. I am not sure what the difference between the two was – does anyone know?



Yvonne, Editor

Aspects of Observation

I am sure that we are all familiar with the System of Car Control. It has been around for about 75 years now, having first been taught by the Police Driving School at Hendon just before the war. It appeared in the original version of Roadcraft as Course, Mirror, Signal, Brake, Gear, Accelerate (Can My Safety Be Given Away was the mnemonic) but we are more familiar with it today as IPSGA, Information, Position, Speed, Gear, Acceleration. It tends to be illustrated by the diagram below.



It is no coincidence that the pink area representing information is the background to the other four phases of the system. Information is the basis of every decision we make as drivers. Our decisions regarding the other four aspects depend entirely on the information we have to hand.

Naturally, the information about what we wish to do, our course in the original expression of the system, is a personal decision, but once made how we carry that out depends on external information, in other words, the information we glean from observation. We need, at all times, a fully developed sense of spatial awareness, the knowledge of what is present, happening and developing within the space around us in order to make the correct systematic decisions. It requires real attention to detail, observation of that which is all around the vehicle, in front, behind, to the left and to the right. Imagine you are approaching a junction, aware of traffic in view behind you. It matter not which way you are going at the junction, but do you systematically check the mirror as you leave it? Has the traffic behind all followed you, or has it all gone off in a different direction, leaving you alone on the road? That is spatial awareness, the knowledge of what is going on around you at all times, and what may develop from what you see.

It is perhaps clearer to refer to motorway driving, because awareness of everything that is going on or may develop around you is vital on such a high speed road. The situation above will not exactly arise, because there are no normal junctions, only slip roads, but on a motorway you can go very quickly indeed from having a large clear space behind you to having another vehicle closing upon you very rapidly. You need to maintain not only a close watch on traffic ahead of you, but also a constant and very regular watch on the mirror, to maintain your awareness of the following traffic. Your opportunity to move out to pass the lorry ahead may be compromised if, when you do the mirror check prior to moving out, you find a real speed merchant approaching in the lane you wish to move to. Regular attention to what is developing behind and your early assessment of it may allow you to signal and move from lane 1 to lane 2 a few seconds earlier, giving the approaching car time to move to lane 3 as you move out. Equally, it may give you the chance to ease off for a few seconds, to allow the vehicle to pass before you change lanes without actually impeding your progress significantly. Your decision, the option you choose, is entirely a function of the circumstances but will derive from the information you process from the observations you make. Awareness of all aspects of your surroundings is vital. It is surprising how some decisions are best prepared for, if not actually finally made, very early indeed, and knowledge derived from observations as far as you are able to see in every direction is the key to achieving smooth and planned progress.

So in the pursuit of information on which to base your driving decisions, remember the mirror, and the cross views, are of as much importance as the view ahead when it comes to maintaining a developed awareness of the space around you at all times. Once you have that aspect fully covered, you can safely move on to giving essential information to others, and adjusting position, speed and gear before driving through the hazard safely and progressively, satisfied that you applied the system of car control just as it was always meant to be applied.

David Stringer (reproduced with David's permission)

Recent Quotes in the press from Headquarters:

“Living rooms on wheels” ?

Driving experts claim that some cars packed with GPS devices, hands-free phones and digital sound systems – had been turned into “Living rooms moving at 85 mph”.

The quotes below followed the publication of figures showing a sudden rise in serious accidents after a long-term decline in injury rates. Almost 25,000 deaths or serious injuries were recorded on the road in the past 12 months, up 4% in a year.

Sarah Sillars, Chief Executive remarks:

“Motorists spend too much time fiddling with all the buttons on the dashboards of modern cars. I think we have got a disconnect between the capability of the car and the capability of the driver..... If you look at the fantastic kit now in cars, with all the sounds systems, sat-navs and phones, cars are not difficult to drive any more.

There have been developments in the last ten years – with automated braking, rear sensors and so on – but while the technology has moved on, driver awareness, behaviour or standards have not run in parallel”

Peter Rodger, Chief examiner quotes:

“I can think of people who more or less don’t drive their cars because they have got lots and lots of technology in it and they do as much as they can to sit there, do nothing and let the car drive itself. They are as uninvolved in the process as they can possibly be”.

IAM shocked by the worst speeders in England and Wales – including 146mph on a motorway and 128mph in a 30 zone

Britain's two worst speeders were caught at 146mph, both by Kent Police on the M25. One was travelling anti-clockwise at Junction 5 at Clacket Lane Services, the other going clockwise at Swanley.

There were three other instances of speeds of 140mph or more being recorded; 145mph on the M6 toll road (70mph limit), 141mph on the A1 Great Ponton Northbound road (70mph limit) and 140mph on the A5 Crick road (60mph limit).

But perhaps the most astounding figure was 128mph recorded on London Road, East Grinstead – a 30mph road, exceeding the limit by 98mph.

The statistics come from a Freedom of Information request made by the leading road safety charity to police forces in England and Wales. The IAM asked each police force for the highest recorded incidences of speed caught on safety cameras in 2014, including locations, speed limits and top speed in each case.

Sarah Sillars, IAM chief executive officer, said: "It is disheartening to say the least that some road users are showing such disregard for the safety of all other road users – pedestrians, cyclists, motorcyclists and other drivers.

"At speeds of 140mph an individual is travelling at nearly two-and-a-half miles a minute. At that speed it is simply impossible to react to anything that might happen in front of you.

"It is also impossible to handle corners, gradients, street furniture and junctions with any effectiveness. In short, all these individuals are playing with their own lives and others – they are all accidents waiting to happen and it requires a major shift in the attitudes of these people to think about safety."

This was a link I received via a social media website, – I am not sure about this idea – what do you think? While you are reading the instructions, you'll be taking your eyes off the road surely!?

Yvonne, Editor



Whilst we have no Social Secretary on the committee, it is often not possible to know in advance what may be happening each month on the social night, and therefore I am not always able to publish confirmed social events in the Newsletter. Therefore, please keep an eye on the website for up to date information.

Diary Dates

MARCH 2015

Sunday 1st	Guidance	Sainsbury's Car Park, 9.30 a.m
Saturday 7th	Guidance	Sainsbury's Car Park 9.30 a.m.
Wednesday 11th	Lunch Group, 12.30 for 1 p.m.	Cromford (Contact Jan for details)
Thursday 19 th	Social – to be confirmed	St Thomas's Centre Chatsworth Road, 7.30 p.m.
Tuesday 31st	Committee Meeting	Chesterfield Library Café, 7.30 p. m.

Future Dates:

April:

Sunday 5th (Easter Sunday)

Saturday 11th

Wednesday 8th

Thursday 16th

Tuesday 28th

Guidance

Guidance

Lunch Group

Social

Committee Meeting