

APRIL 2012

ISSUE 4/12



CHALLENGE

CHESTERFIELD ADVANCED MOTORISTS GROUP NEWSLETTER



Let's hope not!

facebook

iam.chesterfield@gmail.com

GROUP CONTACT: BOB STONE 01246 568894

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

**REGISTERED CHARITY NUMBER 1017471
COMMITTEE MEMBERS AND CONTACTS**

PRESIDENT	MIKE DICKERSON	01246 292144
CHAIRMAN	BILL HARRINGTON	01246 412696
HON. SECRETARY	BOB STONE	01246 568894
TREASURER	JEFF SNAPE	01246 567058
GUIDANCE OFFICER	RAY PARKER	01246 206959
ACTING PRO	JAN CRESSWELL	07895 038538
OBSERVER TRAINING OFFICER	BILL HARRINGTON	01246412696
WEB MASTER	CHRIS LAKE	-
SOCIAL SECRETARY	SUE WHEATCROFT	01246 274785
MEMBERSHIP SECRETARY	MAYNARD STEPHENS	01246 235074
ASSOCIATE LIAISON PERSON (ALP)	JAN CRESWELL	07895 038538

E-Mail Contacts

OBSERVER TRAINING OFFICER	williamh@30bentsc.fsnet.co.uk
HON.SECRETARY	robjstone@aol.com
GUIDANCE OFFICER	rayparker744@btinternet.com
GROUP	iamchesterfield@gmail.com
ALP	jaygee.176@gmail.com
EDITOR	ymstone@aol.com

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.



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**

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

The Newsletter for May will go to print earlier than usual, therefore any articles for inclusion to be with me by 15th April please.

Thank You, Ed

Thoughts, Reports and Retorts

From the Chairman.

First and foremost , having been unable to write an article in time for the March issue, due to a very pressing family health issue, I must express my own and the groups thoughts and feelings about the recent very sad loss of Alan Morgan.

Alan was a stalwart of the group and a very good personal friend who I first met through the IAM and its motoring activities, and those activities were very numerous with Alan involved in them all and through his own involvement he encouraged many others to follow suit. His role within the group from a very early date was as Public Relations Officer, and no other group could have had a better PRO. His knowledge of the Chesterfield group and the IAM Nationally, along with his vast personal data base of contacts was unbelievably immense and he was an 'ambassador' supreme which we all came to rely on and will sadly miss.

The Group Caravan was treated like his own and he towed it everywhere when needed, organised its maintenance and cleaning schedule and arranged publicity posters and bookings for the many events we attend during the year and was involved in the manning schedules. Such was Alan's love of and devotion to 'The Caravan' it is being dedicated to his memory and a plaque will shortly be affixed to the caravan to commemorate this along with his unfailing duty to the group.

Along with all this Alan was Mr Road Safety in every aspect of the cause, he was an extremely good and popular Observer and Senior Observer and had many pass rates to his credit. He was a committee member from very early in his IAM career and fulfilled those duties by attending many National Conferences, being a member of a recently formed Action group brought a wealth of knowledge with it and he was involved in creating and publishing the Group Manual and

various publicity leaflets and presentation folders we produced which have helped so many others along the road to safe driving and road safety, Alan was also the groups 'Who's Who in Chesterfield' and I personally met a lot more people than I would otherwise have met, his spiel to anyone vaguely interested in driving was unsurpassed, he will be sorely missed.

Watch out for the above-mentioned dedication which will be announced in this magazine and on our web site, possibly around June.

Bill Harrington.



Editorial musings

With reference to the photo on the front page, let us hope that there will be no fuel shortages again, because apart from anything else £20 doesn't put much in your tank these days! Politics apart, I think it was a bit irresponsible of the Government to advise people to "top up their tanks" and "fill their jerry cans" – therefore creating the usual panic buying. But of course isn't a bit draft for people to actually do this, without realising (or caring) that this in itself will create a fuel shortage.

(N.B: Views expressed in this article are purely those of the Editor and not the opinions of the IAM)

Stop press!

Just heard on the national new that sales of 'Jerry Cans' at Halfords have risen by approx 470% today.

Twenty Is Plenty Campaign

Many of you will have heard of this campaign and may have seen the report in the Derbyshire Times of Thursday 22nd March. The Committee agreed to print the following statement to clarify our view to members.

We have seen the statement from the Brake representative in the Derbyshire Times that they campaign for 20mph limits in specific areas. As an organisation that promotes road safety we agree that targeted speed restrictions make sense. Lower limits in areas of risk, such as schools, and at busy periods, rather than imposing blanket restrictions, is reasonable and would be understood by drivers. After all, variable speed limits have been introduced on our motorways for busy times and appear effective.

Bob,
Group Secretary

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A true story... thoughts and some possibly interesting facts from the President.

I like to tax both our cars at the local Post Office, feels like I am doing my bit to keep the smaller Pos alive... anyway, duly took the relevant documents along with me, but a slight technicality necessitated going back home and starting again, Let me explain.

Car Tax due at the end of the month, MOT certificate OK, vehicle insurance renewed already for the 12th of the month, as it is now the 8th of the month and the reminder has arrived, I took along my current insurance certificate....no good! Did you know that this current certificate is not appropriate? Even though I had continuous cover with the same insurer (Surety) I had to produce a certificate that WOULD be in force as the new tax disc is due to start. I suppose that it is logical, but if it saves you a trip home for "Next year's" certificate, I feel it worthwhile to mention it.

Have you any thoughts on MINIMUM speed limits on Motorways? It may be just coincidence, but on my regular runs "down South", of late I have noticed more and more cars in lane 1 and even lane 2, travelling well below 70mph,

even forcing HGV drivers into unnecessary overtakes. It could be that they are saving fuel by doing a steady 50mph, but as we know, a good driver never makes any other road user change course or speed.so should this preoccupation with MPG override all other considerations?

I know that minimum speed limits do apply in some areas, quite often on the continent, but I cannot bring to mind any nearer home. Perhaps you know of some?

Thanks to various petrolheads for the following gems – you never know when they may prove useful....

The highest price ever paid for a DVLA plate was £352,000 for “1D”. The highest price ever from a dealer was £440625 for “F1”.

These look cheap compared with “1” sold in February 2008 in the UA Emirates for £7.25 million!

Reg plates do not have to spell a name or be single digits to command high prices... for instance, HMP729G, GPF146G, and LGW809G were on three scrap cars but raised £20,000 in total in auction. HOW? These were the plates from the three Minis used in the film “The Italian Job”.”Not a lot of people know that”, as someone once said!

Now some international facts....

In Finland, the size of a speeding fine is in proportion to your income, as the heir to a sausage empire found out after being caught doing 80kph in a 40kph area and fined £120,000!

Hitchhiking in Colorado can lead to a two year jail sentence.

In the Czech Republic, no person under 1.5 metres can travel in the front seat.

In Egypt, the driving test consists of driving 100 metres forward between two cones and then reversing back through them!

Drink drivers in Turkey are driven 20 miles out of town by the police, then made to walk back home while being jeered at by a police escort!

And finally...has anyone got a car with the new design “squared off” steering wheel? Question.. How do you “push-pull?”

More next month

Stay safe and happy

Mike

CODE BREAKERS

Part 5 – continuation from FEBRUARY.

The next chapter I am looking at is headed Motorway signs, signals and road markings and these can be found on pages 77 – 93 in the ‘Know Your Traffic Signs’ booklet 2007 edition.

Specifically Motorway signs are predominantly blue with the exception of tourist destination signs which are generally brown but with a few black backgrounds used as direction signs for use of drivers of goods vehicles. Other signs in overhead gantries and roadside illuminated boards are against black backgrounds to enhance visibility.

The first sign you will come across is one designating the start of motorway regulations and showing the M’Way number you are entering, remember the blue signs are generally mandatory and should be obeyed, so if you are intending exiting at a particular junction make sure you are in the correct lane(s) to the left of the carriageway – no last minute decisions to exit from the straight ahead lanes, and yes it does happen, even if you don’t do it another driver may well cut across lanes in front of you to exit, so beware. Good observation is very important in such circumstances so watch out for the ‘Code Breakers’. Advanced drivers should all be aware they should ideally be in the left hand lane by the ½ mile marker, make good use of LH indicators by the 300 yard marker and save slowing and braking for the slip road, not on the Motorway, and this is confirmed on p79 where under countdown markers the slip road is referred to as the ‘deceleration lane’. So much for exiting the Motorway, but remember when Joining, that M’Way regulations start at the top of the slip road, so if you take a wrong entrance please don’t try reversing UP the slip road, it may be a two lane road but there is no RH lane for opposing traffic.

Reading all the above, p80 shows good examples of LH exiting using Lane Drop signs generally 1 to ½ mile ahead of the junction with the second sign on the page showing an inclined arrow pointing left and indicating the left hand lane leaving the main carriageway. Below that is an example of Overhead signs, so read them well and ensure you are in the correct lane to execute your exit or carry on along the main carriageway.

Since space and time are limited, at this juncture I must make my exit from the Motorway but will come back on at the next slip road in a month's time.

Bill Harrington.



EXTRACTS FROM RECENT HQ NEWS RELEASES -

Britain's top advanced driver, Peter Rodger offers advice on buying a new car.

- Decide on the type of your car you need. Do you need a car to ferry the children around? Or if you make lots of long trips you need to think about luggage space. Make sure your choice fits the purpose.
- Know your budget. How much you are able to spend? Think about potential insurance and other running costs as well.
- Check for hidden extras - such as additional charges for number plates and delivery charges.
- Check the running costs before you buy. Diesel cars offer better fuel economy but are more expensive. Don't forget car depreciation; think about how much the car will depreciate in its first three years and how this will affect the price if sold second-hand. Road tax is related to carbon emissions so the lower the emissions, the better.
- Once you've decided on budget, make sure you know how you will be financing the car. Most importantly, stick to your budget.
- Test drive. You need to find out if the car is comfortable and suits your needs.

More than a million drivers now aged over 80

The number of drivers over the age of 80 has now topped one million according to information obtained by the IAM following a freedom of information request to the DVLA at the end of January.

DVLA figures show that there are now 1,012,399 drivers over 80. There are also 122 licence holders over the age of 100, including three 105 year olds, and one 106 year old woman.

The age gap between the youngest driving license holder and the oldest is 90 years.

But contrary to common assumptions, drivers in their eighties are not dangerous. The figures show that they are in fact much safer than their more youthful counterparts.

The rate of deaths and serious injuries in crashes among drivers over 80 is three times less than the rate for those aged 17-19. In 2010 almost one young driver aged 17-19 was killed or seriously injured per thousand licence holders.

The rate of deaths and serious injuries in crashes among car drivers aged 20 to 24 is 36.4 per cent more than the rate for drivers aged 80 or over.

However, drivers over the age of 80 are more likely to suffer serious injuries in a car crash due to their frailty.

IAM CHIEF EXECUTIVE SIMON BEST SAID: "OLDER PEOPLE NEED THEIR CARS WHICH GIVE THEM BETTER MOBILITY AND ACCESS TO MORE ACTIVITIES AND SERVICES. THOSE WHO WISH TO CONTINUE DRIVING BEYOND THE AGE OF 70 SHOULD ONLY BE PREVENTED FROM DOING SO IF THERE ARE COMPELLING REASONS. RATHER THAN SEEKING TO PREVENT OLDER PEOPLE FROM DRIVING, WE SHOULD MAKE THEM MORE AWARE OF THE RISKS THEY FACE, AND OFFER THEM DRIVING ASSESSMENTS TO HELP THEM ELIMINATE BAD HABITS. DRIVING HELPS OLDER PEOPLE PLAY A FULL AND ACTIVE PART IN SOCIETY."

IAM announces a major new partnership with the RAC.

I am delighted to let you know that the IAM has agreed a new member benefit with the RAC that will provide greatly enhanced benefits for both our Skill For Life sales and also the member benefit schemes. This new arrangement will mean the end of our current deal with the AA and the IAM will no longer be endorsing or promoting AA membership discounts.

The benefits of partnering with the RAC

1. We will be offering a FREE year's RAC roadside and recovery cover with every Skill for Life course purchased in 2012. From March 2012.
2. Existing IAM members will benefit from 40% off every RAC level of cover (plus 20% off European cover)
3. IAM members will then receive a 35% discount on their RAC renewal premium every additional year
4. The RAC will work with the IAM to promote our courses to their seven million UK members
5. RAC VEHICLES CAN BE BOOKED FOR GROUP EVENTS AND TALKS.



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:



MONTHLY PHOTOGRAPHY COMPETITION



WINNER FEBRUARY 2012

BOB STONE



Congratulations on an excellent shot. Good use of camera features and attention to detail. Nice composition and good exposure.

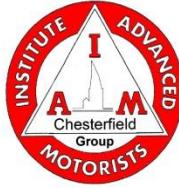
Entries are now being taken for the March/April competition with the theme of:

Signs

Closing date for this competition is 30 April 2012

If you are unable to make the caravan, please email your wish to enter and you will receive the password.

iam.chesterfield@yahoo.com



MONTHLY PHOTOGRAPHY COMPETITION



UPCOMING THEMES

Theme	Opens	Competition closes	Winner Announced
2012			
Signs	15 th March	30 th April	6 th May
Woodlands/Trees	6 th May	25 th June	1 st July
The Olympics/Sport	1 st July	27 th August	2 nd September
The Great British Holiday	2 nd September	29 th October	4 th November
Bridges	4 th November	31 st December	6 th January
2013			
Agriculture	6 th January	25 th February	3 rd March

Images must be your own but may be from your collection. They do not have to have been taken especially for the competition.

A ride in a Skid-Car, different or what?

We usually visit Croft Wakefield to try our skills on the skid pan. It is a Police Training facility and an excellent experience for advanced drivers. Training to avoid a skid is an essential part of any driver's advancement. Whilst I was on a visit to the Croft Circuit in North Yorkshire I had another experience, a ride in a skid car. Yes I can hear you saying 'must be another woman thing, just a play on words'. Well it isn't. There is a huge difference between the two as I will now try to explain.

The Crofton skid pan offers you the chance of driving, either a front or rear wheel car. So that when you are having your drive you can only skid, with either the front or the rear wheels that sounds simple doesn't it? You just don't get the full experience of being able to try out different types of skid i.e. front and rear wheel skids whilst in the one car. The skid car offers you an alternative.

The definitely state-of-the-art Renault Megan, with an automatic gearbox has been converted at a cost of £30,000 so that you can skid front or rear wheel. All the controls are housed in the boot of the car and with one touch of a button on a remote it sprints into life and is converted into a skid car. I can't think of any other phrase than 'toys for boys'. The vehicle is fitted with dual controls, so that you are in a controlled and safe environment for your skidding. All the wheels are able to be operated independently and once you have reacted to the skid in the right manner, full control of the car is given back to you. You can have a go at a front wheel skid, a four wheel skid, under or over steer, and you can even find out what it is like to do cadence braking if you had to do an emergency stop. Cadence braking is when you don't have ABS. Many people are under the misapprehension that ABS will help stop the car quicker, not necessarily the case. It enables steering whilst braking, in other words the wheels don't lock and it replaces the need for cadence braking. You know the one, foot on brake and keep pumping it. The vehicle being driven is never out of control, never loses traction, but gives you a wonderful experience and if you don't believe me try it for yourself.

Driving Dynamics Ltd, who own the skid car operate out of the Ouse gliding club airfield at Ruforth. The training offered was developed and is run by Police Advanced driving examiners and instructors, the sessions are designed to develop your skills and give you added confidence whilst driving under difficult conditions.

So they are both run by the best people for the job, the police. Two or three of you are in the car at the same time and take turns, again just the same. The aims and objectives of the drives are the same, to help make you a safer driver and better able to control a skid if you are unfortunate enough as to get into one. The main difference is that on the skid pan you cannot experience all types of skidding, whilst in the one car; in the skid car you can,

I was very impressed by the training given, as well as the approachability and professionalism of the company running it. A chance like this would be great for some younger drivers who otherwise could find out too late the consequences of a lack of experience.

If you get the chance to have a go, take it with both hands, 'toys for boys' or not.

The experience is so different to that of the skid pan, not better or worse, just different.

Try them both and see what you think. I cannot recommend it enough, I had a great time and anyone who knows me knows that I always enjoy a good skid.

Jan

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!!!!!!! 21st April Chesterfield Market Caravan and Display.!!!!!!!

With all due respect this is your group and if you do not come forward to put in a couple of hours at these events we will have to cancel as has been the case for this event. It is now cancelled and means we will not be able to take full advantage of putting out the IAM message and recruiting possible new associates. If new associates are not recruited the group does not push forward its message on road safety and its finances will also be very limited.

All future events must be supported by you the members and all are noted in the group diary as well as in your newsletters. Please therefore volunteer and give a little bit of your time at future events to keep this group a group to be proud of.

Ray & Jan

CAR BREAK REACTION TESTER

Whilst learning to drive, you no doubt read the ‘Highway Code’ and would have looked at the chart contained either within or on the rear cover.

The ‘Shortest Stopping Distances’ you know the chart that showed the ‘thinking distance’ and the ‘braking distance’ known to ourselves as the ‘overall stopping distance’ People came up with various ways of remembering these distances, just in case you were asked a question on that dreaded ‘L-test’.

The following (in red, **The Easy Way**) is a way of remembering – in old money:

Chart					The easy Way		
Thinking Distance in feet	Braking distance in feet	Overall stopping distance in feet	Car lengths		MPH	Multiply by	Overall stopping distance in feet
20	20	40	3		20	2	40
30	45	75	6		30	2.5	75
40	80	120	9		40	3	120
50	125	175	13		50	3.5	175
60	180	240	18		60	4	240
70	245	315	24		70	4.5	315

The chart is fine, but it is only a guide and is based on an average driver with a standard reaction time.

The thinking distance? – If we change ‘thinking’ to ‘reaction’ this can be defined as the time it takes from a driver seeing a hazard to actually doing something about it. In other words we are Seeing, Analysing& Reacting (moving the foot to the brake). In the past a simple card was suspended above your outstretched hand, the card was dropped between thumb and forefinger,

depending on where the card was caught; this would give an indication of an individual's reaction timing.

An average driver's reaction time is typically in the region of 0.6 to 0.75 of a second.

The 'Braking Distance' would obviously depend on a number of factors, condition of the road, tyres, weather etc... So the chart is a good starting point. The variable that we have to consider is the driver – how can we test how fast a driver reacts.

By using a 'Car Brake Reaction Tester' (CBRT) we have an opportunity to test the 'reaction' time of drivers.

The CBRT is a box of electronics which is set up inside a suitable donor vehicle, a set of high level brake lights mounted on a tri-pod positioned in front of the test vehicle and separate display screen is positioned adjacent to the vehicle.

Drivers are invited to sit in the car's driver's seat. The scenario is explained to the driver, who adopts their normal driving position, sitting comfortable seat at the correct distance from the wheel, hands on the steering wheel and right-foot either on the floor or over the accelerator pedal. They are advised that once the brake lights illuminate they are to carry out an emergency stop.

The CBRT records the time it takes from the brake lights illuminating to the driver actually applying the brakes. Using a given speed (30, 50 or 70 mph) the electronics work out the theoretical distance in feet or metres. Depending on the actual reaction time this can be alarming.

The above is taken from a leaflet given to me by Rob Barrows of RoSPA. My reason for writing this is that Rob and a couple of his members will be coming to one of our Guidance sessions to both demonstrate and give you the chance to have a go on this brake tester. This is for the benefit of both Associate and Observer alike so come on down and let's have a good morning and see how fast our reactions really are. Rob and his team will I'm sure answer any and all questions you may have.

The date I'm planning for is May 6th Sunday Guidance so put this in your diaries as a date not to be missed.

Safe Driving, Ray

*****SOCIAL EVENING*****
at CLUB CHESTERFIELD

Thursday 19th April 2012 7pm – 9pm

THE CHESTERFIELD CANAL



Presented by **JOHN LOWER**

John will take us on a 46 mile journey from the Trent to Chesterfield along the Chesterfield Canal describing the past 50 years of campaigning and restoration. He will also tell us about 'Closing the gap'.

Please come along to what promises to be a very enjoyable and informative evening

**Group Training Night
Thursday 26th 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 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

WHAT'S ON IN THE NEAR FUTURE:-



.APRIL 2012

Sunday 1 st April	GUIDANCE 9.30 am Sainsbury's Car Park
Saturday 7 th April	GUIDANCE 9.30 a.m. Sainsbury's Car Park
Thursday 19 th April	Social Night – John Lower – The Chesterfield Canal (See Advert) Chesterfield Club 7 – 9 p.m.
Saturday 21 April	Regional Spring Forum, The Lodge, Leeming Bar
Saturday 21 April	NOTE – This date was for the caravan to be in the market square – it is now CANCELLED
Tuesday 24 April	Committee Meeting, Chesterfield Library Café, 7.30 p.m.
Thursday April 26th	Group Training Night St John's HQ Derby Road 6.30 p.m.

FUTURE DATES:

- 5 May Observer Training Day De Lacy Motor Club (**TBC**) for observers wishing to take the Senior Observer Test
- 6 May Guidance
- 12 May Guidance
- 26 May Caravan and Recruitment Display in the Market Square
- 26 MAY OBSERVER TRAINING DAY, LEEMING BAR (**TBC**) AS FOR 5 MAY
- 29 May Committee Meeting, Chesterfield Library Cafe