

APRIL 2013

ISSUE 4/13



CHALLENGE
CHESTERFIELD ADVANCED MOTORISTS
GROUP NEWSLETTER



Elastic FM Radio

facebook



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REGISTERED CHARITY NUMBER 1017471

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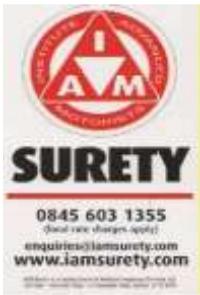
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DATA PROTECTION ACT

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

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WELCOME TO OUR NEW MEMBERS

Ron McGee , and his observer is Jan Creswell

Andrew Murley and his observer is Selwyn Gough

Something slightly different this month.....from the President

You will be pleased to know that the proceeds of our auction, last month, saw us attain our goal of supporting Ashgate Hospice to the tune of £2,000. It has taken a few years, but the latest donation was handed over to Emily Evans, representing the Hospice, the total now being £2,161. There are still some items to be sold in the shop which will add to this figure, I will keep you posted.

May I thank, once again, everyone who donated items for sale, and those who attended on the night, parting with hard earned cash. I am sure everyone went home with a bargain.

On a different note now.... On Sunday March 10th Bob and I went to Clowne to spend an hour and a half on "Elastic FM Radio"....serving Clowne, Bolsover, Shirebrook, Cresswell, Whitwell, Renishaw, Barlborough, Duckmanton, and other villages in the local region. A lot of listeners, apparently, are expats in Australia, Europe and other lands--- so quite a catchment area!!

During the programme, very little music was played, as the presenter kept us both very busy with some excellent questions, enabling us to outline in some depth the work of Chesterfield IAM. We plan to do a follow up programme, probably in the autumn, and probably "mobile", recording a typical guidance session. Watch this space. It would be nice to think that we get an "overwhelming" response, next guidance Sunday---- ever the optimist!

The studio was snug, just about enough room for the two of us on this side of the table, a table full of screens, microphones and keyboards, quite a busy place. It helped that the presenter had passed the IAM test in the 80s, so he could feed us the right questions.

Our web page was well plugged, so who knows what response we may get. A good promotional exercise I felt.



Here's hoping.....stay safe and happy Mike.

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Matlock Quiz Night – 5 March, (Editor's musings)

Five of us ventured out to Matlock in heavy fog on 5 March to take part in the Matlock IAM quiz night. Ray, Jan, Dom, Bob and I made up the team of 5, and called ourselves Five Blind Mice.

Sadly there was not a great deal of support for the quiz night – only 5 teams, but it was enjoyable all the same.

There were quite a few question sheets, some we mused over during the evening (i.e. who sang these songs from the 50's/60's/70's/80's/90's and of course one of our team members - no names mentioned - was FAR too young to know any of those answers)! There were also questions on geography, motoring, general knowledge etc. Unfortunately, our brains were a bit fuddled that night - blame it on the fog – and we came last! But Bill Storey had his trusty laptop to hand and acted as Grand Quizmaster and kept us busy and entertained and the Quizmaster's decision was final! 'The Interlopers' were the worthy winners of bits and pieces from the goody bag.

Chairman's' Remarks

It's that time of year when we're getting ready for Easter and spring has landed. We all expect the winter to be over and waiting for the daffodils but instead, we get a heavy blanket of snow. This shows as drivers we must always be prepared. How many of you had taken the de-icer and scrapers out of your car and not checked your screen washer levels? I'm sure this will be the last of the snow now but it does make you think about the checks on our cars doesn't it?

I've been following the Highway Code and local emergency services on twitter and face book and they have lots of information on the snow conditions and tips on winter driving. If you are on the road a lot it always best to check media services online to see your route is clear before setting off; don't treat your car and your journey with complacency.

A reminder that next month (April the 18th at Chester street club, S40 1DL) we have a guest speaker at our social night and a special mention for this to our associates to attend please. Our speaker is Mark Hallam, one of our IAM examiners and I'm sure if you come along it will make you feel more at ease about taking your test and calm those nerves. I never met my examiner until the day of the test and I'm sure if I'd met him and listened to him talk about advanced driving before, it would have made me feel more at ease on my test.

Enjoy your Easter break everyone and look forward to seeing you at guidance on Sunday the 7th and Saturday the 13th of April...

Chris



A bit from the Guidance Officer

I had a run out recently with my associate, and we all know what the weather is like so I decided to ask her what she could expect on the drive. She told me as it was raining the roads could be slippery in places; there would be standing water which could hide a multitude of problems like broken glass and deep potholes. She also added that there may be pedestrians going in between cars running for shelter. She was quite right of course and that alone gave me confidence in her driving as she knew what to expect or could expect.

This is a good way to start any drive even for advanced drivers, think about the weather and what it does to our roads. Even really hot weather (if we ever get any more) has an adverse effect. The heat melts the tarmac so it's like driving over glue and so is extremely slippery. Going down country lanes you will get all sorts of mud and debris on a rainy day, the very edges of the lanes will give clues as to what kind of vehicles use them. This morning there were tyre tracks in the gutter and up the banking a little from what looked like a large lorry or it could have been a large farm trailer.

At some point my associate asked about using lights. Now, her car like mine has daylight running lights and they are very bright. But the car shows nothing from behind so the simple answer was a yes, put your lights on. Through all the previous weeks during the winter I have run everywhere with dipped lights because the weather can change so quickly. It's not so much a case of "seeing", more the point of "being seen". My advice is always run on dipped lights in dull, rainy or snowy weather. It doesn't matter how many people flash you. Someone said to me "be the first to turn your lights on and the last to turn them off" and it is so true.

We went on the M1 and my associate was driving well, keeping a good distance and a bit from other vehicles in front of her and I felt quite relaxed. It gave me a good chance to look around at some idiots on the same road as us. By that I saw vehicles far too close, lorries tailgating cars, vehicles with no lights or just on sidelights and some with just running lights. Tailgaters should have their licence shredded especially the lorry drivers as it takes so long for them to come to a stop so the poor car he is tailgating has no chance at all. Normally follow the two second rule for distance between you and the vehicle in front. In bad weather that distance has to be increased, talk to your observer about this. Thankfully not all lorry drivers are that stupid and there are some very good ones.

Safe Driving
Ray

Now, nothing to do with my run out this morning.....

Thursday 18th April is our social night and it's a night not to be missed especially for our associates. We have an examiners evening in which Mark Hallam is coming to give a talk on what he wants to see on a test. He will also give you a chance to throw as many questions as you can at him. I have met him and he seems a very nice chap and I think you will find him easy to talk to. So mark it in your diaries and keep that night free.

Safe Driving
Ray



Selwyn recently spotted this new road sign on the A61 at Kilburn – and says “This one is presumably for motorists who do not know the Traffic Light sequence” !

The Chesterfield Canal – article submitted by Bill Harrington

The Chesterfield canal is recognised as one of the most beautiful and varied waterways in England. It runs for 46 miles from the River Trent to the middle of Chesterfield, linking Nottinghamshire, South Yorkshire and Derbyshire. Every yard of the canal can be walked on the towpath known as the Cuckoo Way. It goes through tranquil countryside where scarcely a house can be seen; it has some of the earliest staircase locks ever built (240 years ago): is hugely popular with walkers; has some of the best canal fishing in the country and ends up with what will be the £310 million Waterside development in Chesterfield.

A quote from a visiting boater crew said “The crew had not seen the Turnerwood and Thorpe flights before and were absolutely delighted with their location, beauty, tradition and interest. This is one of the best stretches of the canal anywhere in the UK.”

Since 1989, 12 miles of the canal have been restored along with 36 locks and 11 bridges. The latest section was opened early in 2012 with the flooding of the new Staveley Town Basin. We have only eight miles left to restore. Detailed plans already exist for every bridge, lock and aqueduct on this stretch. The Chesterfield Canal Trust is currently running a campaign called Closing the Gap in order to achieve this aim. The Chesterfield Canal Trust is a charitable company run entirely by volunteers, incorporated in July 1997. In 1998 it took over the assets of the former Chesterfield Canal Society which had been founded in 1976.

The aims of the Trust are to promote the full restoration and appropriate development of the Chesterfield Canal, and to campaign for the construction of the Rother Valley Link, a navigable waterway to join the Chesterfield Canal to the Sheffield and South Yorkshire Navigation.

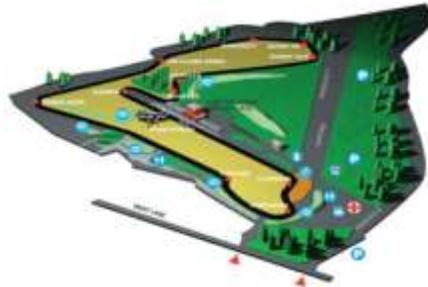
Amongst other activities it runs three trip boats (one in Retford, one at Kiveton Park and the third in Chesterfield; it runs Work Parties on the canal on most Sundays: it has an 84 year old working boat, Python, that is used as a promotional vehicle all round the waterway system: it has a promotional trailer, the James Brindley, that attends events and town centres throughout the year and it is building the first new Cuckoo boat (unique to the canal) for nearly 80 years. Its base is in the restored and extended Hollingwood Lock House in Chesterfield. It has a coffee shop, there are concerts and events and it is available for hire. In addition the Trust has regular meetings, social events, and an annual Festival etc.

Currently the Trust has 1400 members, who, for a small membership fee, receive regular copies of the Trust’s award-winning magazine Cuckoo, so called because of the local name for the canal, the ‘Cuckoo Dyke’, and it also publishes regular E-Newsletters. For further information, go to www.chesterfield-canal-trust.org.uk or email contact chesterfield-canal-trust.org.uk or ring 01246 477569.

Footnote: The article on the Chesterfield Canal is published since the recently revealed plans for the High Speed train could, in their present form, affect the further development of the Canal Restoration and with subsequent effect on the development of the Chesterfield Water side Development scheme. Any support you can give to the Canal Trust is needed now, or in the immediate future, when consultation regarding the HS scheme comes to fruition, so please make your support known, both for the present and future generations.

***IAM Driver Skills Days
Croft Circuit - Wednesday 8th May 2013***

Croft Circuit in North Yorkshire is by far the longest circuit used for IAM Driver Skills Days. Set in beautiful countryside a few miles south of Darlington this 2.1 mile track has some challenging corners and extensive straights, which give a really broad spectrum of experiences to help drivers develop their skills.



You have the choice of a morning or afternoon session. Both offer seven 15 minute outings on the circuit with your dedicated IAM instructor from the Region 4 Training Team. The instructor will develop your observations and your techniques of car control so that you are able to make rapid and smooth laps of the circuit. You will work on positioning, braking, gear choice and acceleration technique. Repeated laps of the same circuit allow you to experiment with different variations of approach, and you demonstrate how critical the right choice is to making the drive feel absolutely right. It doesn't have to be done at fearsome speeds. You can enjoy

the Skills Day at your own pace and your instructor will work with you in whatever way suits you best. The circuit environment allows you to experience the subtleties of your car's handling. You are in a controlled space. The usual hazards associated with the public roads are entirely absent. The setting for Skills Day training is unique.

The experience is invaluable!

Croft is ideal for us to help you to learn so much more about your car and yourself.

No matter what they have driven, from runabout to supercar, IAM members have enjoyed this unique experience and been surprised by what they have learnt in the just a few hours.

Croft has all the facilities you could ask for!

Refreshments are available throughout the day, with a free coffee or tea on arrival once you have signed in.

An IAM photographer will be present and a full set of shots is sent to every driver a few days after the event.

Guests are welcome and can enjoy the freedom of the pit lane and watch the action from the pit lane wall. Make a real day out of it!

All this for an exceptionally low cost!

IAM Driver Skills Day only £129

**Book now by calling David Stringer
on 0113 350 8625 or 07768 620208**

Or e-mail david.stringerrgc@iam.org.uk

Or, booking form available from Bob Stone

It couldn't be easier!

Telephone payment by credit or debit card will taken by IAM House staff when your reservation has been confirmed following receipt of the booking form.

The following article is reproduced verbatim and courtesy of the author, Peter Soul of Thames Valley IAM. First published in their Newsletter in February 2012 but of course, still relevant today.

A PHYSICIST WRITES

(February 2012)

It was a stimulating talk by Peter Rodger, IAM Chief Examiner, at the [Thames Valley Group] meeting in January! One of his questions was this: suppose at a T-junction you looked right, and saw *either* a lorry *or* a motorcycle, 100 metres away. If the actual speed of each was 30 mph, which one would appear to be approaching faster? It turned out that what he was really getting at was which one you would take more notice of. The answer was the lorry, of course. And the lesson drawn? Concentrate harder (than you might otherwise do) on assessing the speed of an approaching bike.

But there's an even more important point which Mr Rodger mentioned but I think rather glossed over, namely whether or not the motorcycle registers with you at all. Readers of long standing (or even just of last month's column) will be familiar with my regular message that if your brain hasn't collected enough visual information about an object in view, then it simply won't be recognized.

And this isn't a matter of you consciously thinking: "I don't recognize that, so I had better look at it for longer." You're not that much in control! With so much information to gather in at a junction (or in other tricky places) the brain automatically concentrates on all the things that it *has* identified. Bikes that are only partly perceived are effectively invisible ... so the real lesson is to give yourself time, always, to take everything in fully.

Another situation Peter Rodger asked us to visualize was that of two cars, travelling level with each other on merging lanes: if you are one of the drivers, what things should you look for in deciding whether to push ahead or give way? A range of suggestions were made, mostly concerning the motion of the other vehicle. Later it occurred to me that the most vital consideration, surely, is whether you think the other driver has seen your car (which is another aspect of my regular message above).

Mr Rodger was asked if the IAM might organize driving-on-the-right instruction-trips on the continent. He thought not, saying that they had tried it over here and it was a disaster (well, the old jokes are the best ones). But this set me wondering about driving simulators, of which there are quite a number in use for research and for driver training around the country. Why can't some be programmed for driving on the right and made available to the public?

I would try one like a shot: see my January 2003 column, in which I expressed my fear at the thought of driving on the continent and having to fight all the automatic brain-responses that normally keep me safely on the left, and then, if I won that mental battle, getting into the opposite trouble immediately I returned to the UK. As a consequence, I still haven't driven further abroad than Eire...

A driving simulator at TRL, Crowthorne, figured in an interesting and instructive series of five BBC TV programmes which you've either missed or nearly missed: *Britain's Killer Roads* (it's all available on iPlayer until the end of 23 February – just google the title). Each one focused on an existing black spot for accidents and then on another which had been eliminated. Rounding off some of the programmes was a visit to Crowthorne to study a particular hazard.

A horrifying catalogue emerged from looking at the black spots: faded road markings; surfaces breaking up; smooth asphalt (known to be slippery when wet and also when dry, if new); poor visibility on bends; soft verges; solid posts beside the road, previously impacted by straying vehicles but still not shielded; a single-carriageway stretch of the A27, following miles of dual carriageway, hence causing driver frustration; the National Speed Limit applying in a semi-built-up area; a busy road through a village but without a single pedestrian crossing, even though the footpath changed from side to side; buses stopping dangerously on an NSL road (and just after a bend too), for want of a lay-by.

There are junctions on fast routes that lack a centre lane and islands to protect turning and crossing traffic. There are major-road intersections where different councils are responsible for the two routes, resulting in a badly designed crossing. And some councils say that there is simply no money to spare for remedial work on roads.....

Yet improvements have been made in several places at modest cost: better and more visible signage installed, foliage cut back on bends, speed limits reduced, 'psychological' traffic calming applied – a wooden cut-out speed cop was found to have a significant influence on speeds, even! More expensive measures carried out include widening and 'reprofiling' of roads. But when the government puts the cost of a road-traffic fatality at £1.6m, why hasn't still more been done to prevent deaths just for financial reasons, let alone for humanitarian ones?

At Crowthorne we saw the series presenter, Joe Crowley, learning lessons from the simulator: roadside advertising, particularly 'live' adverts in town, has been proved to be a serious distraction. On unlit roads, it's found that people tend to drive as fast as if the roads were lit, even though they admit feeling less comfortable doing so. Many techniques for inducing drivers to slow down can be tested on the simulator. Sometimes the beneficial effect (for example, that of a 20 mph section of road) lasts way beyond where they terminate. People should also be aware that there's a similar but *non*-beneficial consequence of using a hands-free mobile: doing this reduces the amount of attention you pay to your driving, demonstrably, and not just during the call but also for some minutes afterwards.

Which rather suggests a question to put to Mr Crowley: how does it help the cause of road safety for you to be filmed driving through one black spot (unfamiliar to you, by your own admission) after another, while talking and sometimes turning sideways to the camera, also gesturing with one or even bo... *mind that BIKE!*

Peter Soul, Thames Valley Group

NB: Look out from more articles from Peter in future Newsletters



On the main IAM site there was a recent poll to see what people thought about smoking as a distraction. Well as a smoker that was here's what I think. The act of smoking itself is not so much a distraction, unless of course you drop the hot ash into your lap (and yes I have done it). The biggest distraction is the act of lighting the cigarette up and the act of putting it out. I used to get my wife to light up for me, unless I was alone in the car of course. So I suppose the government could be right in trying to get people to stop smoking in cars. My big question is this, how on earth will they police it? They can't even stop people from using their mobile phones in cars and of course there are many people who still to this day still don't use their seatbelts.

It has also been said that satnavs are a big distraction to drivers. Well I find mine a big help and it's far better than trying to drive and read a map. Or even having your partner give directions from a map they can't read, or don't really understand. The people who say they lead them wrong maybe have not set their satnavs up properly in the first place.

Ok so what next will the government try to stop us doing? Maybe next they will say don't listen to the radio, or don't have your cd player on, don't play an iPod as the ear phones will block what is going on around you. When they have stopped us doing all that what will they pick on next? But of course they don't mention THE BIGGEST distraction of all time.....**KIDS**. Yes nothing can distract a driver more and you can't control them, you just can't shut them up can you. I took an associate out a few years ago on a guidance run and she had to bring her child with her, I wasn't happy but we proceeded. After a while we went on the M1. At this stage the child was getting louder and louder when all of a sudden the kid came between me and the associate. Yes it had got out of the child seat. The lady said "oh don't worry this happens a lot". Then horror of horrors she pulled on the hard shoulder, got out of her car and went to open the rear door to put the kid back in its seat. After this I directed her back to where we started. I said next time we go out she had to leave the child at home.....I never saw her again.

Next to kids is wives (sorry to wives everywhere). I know mine can drive me mad at times like when I'm in a town I don't know and she is talking non-stop. Now if I have the nerve to ask her to shut up for a while I'm well and truly in the doghouse. You guys out there know what I'm talking about don't you? **So you tell me, what is the biggest distraction to drivers on our roads?**

Keep safe
Grumpy

(a Mrs Grumpy who shall be nameless, thinks it is having an Advanced Driver as a passenger)!



WHATS ON IN THE NEAR FUTURE

APRIL 2013

Sunday 7 th	Guidance	Sainsbury's Car Park, 9.30 a.m.
Saturday 13 th	Guidance	Sainsbury's Car Park 9.30 a.m.
<u>Thursday 18th</u>	Social – Talk by Mark Hallam, on what is required by the examiner, on taking the IAM Advanced Driving Test	7.30 p.m. Club Chesterfield
Saturday 20 th	Region 4 Meeting	The Lodge Leeming Bar 9.30 a.m.
Tuesday 30 th	Committee Meeting	7.30 pm Chesterfield Library Café

Future Dates:

May:

Guidance
Driver Skills Day – Croft Training Circuit
Guidance
Committee Meeting

Sunday 5th May
Wednesday 8 May
Saturday 11th May
Tuesday 28 May