

APRIL 2014

ISSUE 4/14



CHALLENGE  
*CHESTERFIELD ADVANCED MOTORISTS  
AND MOTORCYCLISTS*  
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 **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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**Congratulations to Bryan Darley who passed his test on 22.3.14.**

**His Observer was Jan Creswell.**

**Congratulations also to Mathew Clarke who passed on 19 March 2014.**

**His Observer was ray Parker.**

Some bits and pieces ..... From the President

More good news on the motor vehicle manufacturing front just published.....last year Britain built 1,597,433 vehicles but bought a total of 2,226,000,so 628,567 units were imported.....but more than compensated by over TWO AND A HALF MILLION engines made in Britain. It is good to know also that most of the F1 technology and development is done “here”, mainly in the Oxford area.

It looks as though we may have escaped a harsh winter (my direct debit to British Gas Duel Fuel, was lowered by them.....now there's a first!)...I hope I haven't spoken too soon. Some of the potholes have been “attended to” – I choose my words carefully, as within three weeks, some are as bad as ever they were! I watched a “duo” attempting to repair one recently and all they seemed to do has to fill with asphalt and tamp down – no attempt to dovetail the repair by making the bottom wider than the top, surely the obvious thing to do.

Doesn't time fly!?. Just a reminder that in under two years (21 months to be exact) it will be the Group's FORTIETH anniversary and it would be good to celebrate this occasion with something really special. Jeff our treasurer was a founder member, and I joined six months later – seems like only yesterday! So come on members, please have a good think and hopefully the milestone can be marked with an appropriate and exciting occasion (or two).

Finally.... A couple of frivolities... A man heard that most car accidents happen within two miles of home, so he moved!

If ten percent of accidents are caused by drivers who have been drinking, then ninety percent are caused by drivers who are cold, stone sober!

Stay safe and happy

Mike.

P.S. Just received a receipt from Smile Train thanking us for our donation of £120, proceeds of the last President's Auction.

## Message from the Chair

The winter is drawing it's way to a close, (finally!!) With the clocks going forward on Sunday to make way for lighter nights and burgers on the BBQ.

Since my last message I've been keeping up with my Rospa driving, and will be sending off my test form soon. The differences? I haven't noticed any *real* differences between the methods of the IAM and Rospa.

What does summer bring for you? Any plans that involve driving? My plan is to go on a road trip to Northern Italy (Lake Garda) with friends on a 10 day holiday visiting places along the way. A famous place we would not only be visiting, but driving around is the Nürburgring, nearly 13 miles of track fun. One of the roads we'd be using on our trip would be Stelvio Pass, pictured below. 60 hairpin bends!!



Dom Booth

## Reversing

First thing is the Highway Code Rule 20 states You MUST NOT reverse your vehicle further than necessary.

So lets look at reversing, first, choose an appropriate place to manoeuvre. If you need to turn your vehicle around, wait until you find a safe place. Try not to reverse or turn around in a busy road; find a quiet side road, or drive round a block of side streets.

If you decide to reverse round a corner then look carefully before you start reversing. You should;

- use all your mirrors
- check any 'blind spot' behind you (the part of the road you cannot see easily in the mirrors)
- check there are no pedestrians (particularly children), cyclists, other road users or obstructions in the road behind you.

Reverse slowly while:

- checking all around
- looking mainly through the rear window
- being aware that the front of your vehicle will swing out as you turn

Get someone to guide you if you cannot see clearly. Also do the reverse slowly and under control.

When in car parks I see drivers who drive into a parking bay forwards. There's nothing wrong with that, as long as it's a nice wide bay. The reason is that when you start to reverse out, the front of your vehicle is going to swing wide. I find it so much easier to reverse into a bay and drive out. So much easier. Whichever way you do it make sure you look carefully all around you, especially if you reverse out. The other point I want to make is please make sure you park within the lines of the parking bay. There is nothing worse than seeing someone park their car in two bays or even just the back end of a car in the next bay.

Bad parking often will and does cause many arguments and raises tempers. Parallel parking is a skill all on its own. I am not even going to try to put it into words. Talk to your observer about this and he/she will help you out.

## Safe Driving (and parking)

Ray

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### **March Social – Organ Donors from an Ambulance Drivers’ View**

Bob Farish came to give us a talk on the above at Club Chesterfield on Thursday 20 March. I personally found it very interesting, and an eye opener because of the things everyone involved has to deal with.

On average, it takes 150 people to see through the process of an organ becoming available to the recipient receiving said organ. Bob likened it to the ‘Domino effect’, and everyone knows that if there is a break in such, things can go wrong. It also seemed to me that there is often a lot of waiting around for things to happen in the right order. Of course roads being closed and traffic jams, inclement weather can all have an effect on the journey time.

Bob showed us some video clips of a couple of his journeys, one of which was at night-time on a two lane road – not easy to get through when there was such a backlog and queue of traffic due to a major road being closed off and people having to divert. There was also a clip of a motorway journey and a not so good response for an emergency vehicle from “White van man”

A couple of interesting points – do you know what “Wail, Yelp, and Tazer” refer to? No, neither did I but they are the different types of siren used when required by emergency vehicles.

Another piece of information which was a surprise to me was that even if you carry a Donor Card giving permission for your organs to be used upon death, your family can disagree to such being used.

We all (even me, who is a non-Advanced Driver) think we know the proper procedure for reacting when an emergency vehicle is approaching, but if you are unsure, there is a website [www.bluelightaware.co.uk](http://www.bluelightaware.co.uk) which has a video clip which will clear up any queries.

Thanks to Bob Farish for an interesting insight into this subject.

## A Request

To all you people out there that have passed the IAM test. Do you have some free time? Would you like to become an observer? If yes then come along to the group and talk to us about it. Whether you want to put in the time to pass on your newly learned skills or you would like to do something from the committee to help run things within the group you would be more than welcome.

Think about it and come and talk to us

Safe Driving

Ray

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### Profile – Barbara Shillaker



I approached the Chesterfield IAM group one weekend in 2011 in the Sainsbury's car park. My aim was to take my driving forward as I passed my DVLA driving test in the late 60s and nobody has assessed my driving since then. We all develop bad or lazy habits and I wanted to bring my driving back up to a safe standard. At the time I was also driving vehicles for St John Ambulance and wanted my standard to be higher than theirs.

I passed my IAM Skill for Life test in January 2012 and have become a full member. Like anything else in time it is easy to fall back into bad or lazy habits so I decided the best way to maintain my standard was to

train to become a local observer. I have always found that if you try to teach, coach or train others then you need to know your subject well. This I hope will benefit others when I pass on my experience.

Recently I was asked to join the committee as a general member without responsibility. This will enable me to understand a little more about the future aims and goals of the IAM and allow me the opportunity to decide whether I wish to become more involved.

I retired in 2009 after careers with the Electricity Board, BT, a trade union and the London Fire Brigade.

My other interests are:

- motor sport marshalling, which I have been involved in for over 10 years and have travelled all over the UK. Marshalling has also taken me to other countries. I also started dabbling at motor racing myself in 2012 and hope to be on track again in 2014.
- Travel - I have been to many countries and cultures far and wide.
- gardening – I created a fruit and vegetable area in my garden. There was a bumper crop last year including garlic, broad beans, runner beans, rhubarb, apples, potatoes, strawberries and blackcurrants. The blackcurrants were used to make jam which was very successful and well received by those who tried some.
- photography which I combine with my travel and also with motor sport.

I took my IAM test in my motorhome which came as a surprise to my examiner. I also drive other vehicles and adapt my driving to those vehicles using the Road Craft system and adjusting my driving as appropriate. I went to Croft Circuit in 2013 with the IAM for their skills day and had a very enjoyable time.

## Roundabouts

Over the last week or so I have seen drivers (both male and female) approach and use roundabouts wrongly. The point in question is going straight on at a roundabout. The drivers I have seen actually indicate right for going straight on. Now in my wildest imagination I cannot understand where people could have been taught that. This is so wrong.

On the approach to a roundabout you obviously know whether you're going to turn right, left or straight on. Assuming you are going to turn right you should get into position to make a right turn by being in the right lane and you should indicate right. Coming off at your designate point you then indicate left. Start that indication just after the exit point previous to where you want to turn.

To turn left, again get in the left lane and indicate left

Going straight on you need to be in the left lane with no indicators in use. Going passed the exit prior to your exit give a left signal and go straight on.

This advice is using a straight crossroad type roundabout, there are more difficult ones so speak with your observer and he/she will put you on the right track.

One last point to clear up, the painted roundabouts are always to be treated as a full roundabout. In other words no you cannot got over the top of them, or even go the wrong way round as I also have seen people do many times.

Safe Driving  
Ray Parker, Guidance Officer

## From Chris Lake, Social Secretary

The UK's roads appear to be a safer place to be than they were at the start of the century, according to the latest statistics.

Post Office Motor Insurance has released its latest Safety on Wheels report and it showed the number of road accidents in 2012 was down by 36% on 2001 levels, while the volume of crashes year on year has also declined.

It looked at 11 years worth of figures from the Department for Transport before concluding there has been a definite reduction in the number of accidents in all parts of the country.

In particular, the North-West and the West Midlands have performed best of all, with accident rates in these regions falling by 47% and 44% respectively over the course of the 11 years in question.

And they were not the only areas to record substantial falls in collisions, with Yorkshire and the Humber (35%), the East of England (36%) and the South-West (37%) all enjoying positive trends too.

On the other hand, there are still some accident hotspots in Britain, with London and the south-east found to be the most dangerous of all. Westminster and Kent saw the highest number of smashes in these respective regions in 2012.

Paul Havenhand, Head of Insurance at Post Office, said: "It's encouraging to see road accidents have continued to fall over the 11-year period, but there's still much more that could be done to improve road safety, especially in hotspot areas. It's clear that measures to improve visibility, road surfaces and car safety devices have had an impact on the number of accidents on our roads."

A trend of falling road accidents is good news for drivers, who may now be less likely to have to make [car insurance claims](#).

But there is still a significant threat posed on the roads, particularly in notoriously dangerous areas such as Kent and the rest of the south-east.

# Diary Dates

## APRIL 2014

|                           |                                                |                                   |
|---------------------------|------------------------------------------------|-----------------------------------|
| Sunday 6 <sup>th</sup>    | Guidance                                       | Sainsbury's Car Park<br>9.30 a.m. |
| Saturday 12 <sup>th</sup> | Guidance                                       | Sainsbury's Car Park<br>9.30 a.m. |
| Thursday 24 <sup>th</sup> | Social – TBA<br><b>See website for details</b> | Club Chesterfield<br>7.30 p.m.    |

## Future Dates:

### May

Guidance

Sunday 4<sup>th</sup>

Guidance

Saturday 10<sup>th</sup>

Social

Thursday 15<sup>th</sup>

**Deadline for articles for May Newsletter will be  
midnight on Sunday 27 April**