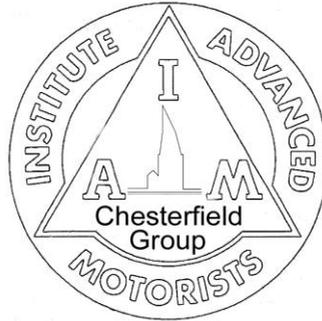


MAY 2011

ISSUE 5



# CHALLENGE



## ***CHESTERFIELD ADVANCED MOTORISTS*** **GROUP NEWSLETTER**

**facebook**

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GROUP CONTACT: BOB STONE 01246 568894

GROUP WEB SITE: [www.chesterfield-iam.org.uk](http://www.chesterfield-iam.org.uk)

REGISTERED CHARITY NUMBER 1017471

Associate Members; **PLEASE** attend the forthcoming Sunday or Saturday guidance sessions which are held at the **SAINSBURYS CAR PARK** at 9.30 or 10.30am as per the list below. 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.**

<b>MAY</b>		
<b>SUNDAY</b>	<b>1ST</b>	Guidance 9.30am to 12.00 noon Sainsbury's Car Park
<b>SATURDAY</b>	<b>7TH</b>	Guidance 9.30am to 12.00 noon Sainsbury's Car Park
<b>THURSDAY</b>	<b>19th</b>	Social Club Chesterfield 7.30pm (See Inside)
<b>TUESDAY</b>	<b>24th</b>	Committee meeting 7.30pm Chesterfield Library
<b>JUNE</b>		
<b>SUNDAY</b>	<b>5TH</b>	Guidance 9.30am to 12.00 noon Sainsbury's Car Park
<b>SATURDAY</b>	<b>11th</b>	Guidance 9.30am to 12.00 noon Sainsbury's Car Park
<b>THURSDAY</b>	<b>19th</b>	No social (Summer break)
<b>TUESDAY</b>	<b>28th</b>	Committee meeting 7.30pm Chesterfield Library

Welcome to our new Associates

Alison Eastwood ... Observer Alan Davies

Robert Rush ... Observer Richard Wilkinson

**MARCH PHOTO COMPETITION**

The winner of the competition was Bob Stone

Congratulations Bob

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

## COMMITTEE MEMBERS AND CONTACTS

PRESIDENT	MIKE DICKERSON	01246 292144
CHAIRMAN	BILL HARRINGTON	01246 412696
VICE CHAIRMAN	TO BE ALLOCATED	
HON. SECRETARY	BOB STONE	01246 568894
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MEMBERSHIP SECRETARY	MAYNARD STEPHENS	01246 235074

### DATA PROTECTION ACT

Details which members have supplied to the group are held on a data base for the groups own use. If you object to your details being held this way, please inform the Secretary in writing.

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COMMITTEE MEMBERS  
JOHN NORTH ... JAN CRESWELL

The contents of this Newsletter are purely the views of the contributors and do not necessarily constitute the views of the Editor, the Institute, or the chesterfield Group of Advanced Motorists

# Another mixed bag this month PRESIDENT MIKE

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One definition of the GOOD DRIVER is “one who never causes any other road user to change course or speed “. This is especially appreciated when following one on the approach to a hazard, especially roundabouts. Too many motorists do not look early enough, and if they do, tend not to believe what they see. Let me explain.....I’m sure you all know the roundabout with three exits on the approach to Baslow coming down the hill from Chesterfield. The view of this entire island can be seen from at least 200 yards away, and wishing to take the second exit towards Sheffield (Owler Bar ), provided there is nothing on the roundabout creating a hazard, there is no reason why this island cannot now be considered as just a long bend and taken at the appropriate speed without the need for any braking, thus demonstrating an “early plan” You can be sure the motorist following you will be appreciative of your decisive driving.

Hazards are where there are the most accidents, so negotiating them in a positive manner, means that you clear them earlier than someone who has to be almost on the white line before making up their minds.....the same applies to “give way” situations. We all know the old quip about the over cautious driver who “has never had an accident, but caused thousands” ! As advanced drivers we should lead by example... it is amazing how many people notice the badge, so be proud and remember, it is the only driving related one (apart from ROSPA) THAT HAS TO BE EARNED, not merely purchased!

On a lighter note- there is always someone worse off than you.....an article I read recently reinforced this point It concerned a driver who converted an estate car to a van to avoid taxes. This was in Denmark where a registration tax i.e. the tax due before a registration will be issued, is 180 percent and VAT on the purchase price is 25 percent. On the other hand commercial vehicles with just two front seats and a rear cargo area pay only half this tax! The conversion has to comply with strict rules but when you consider a Jaguar X Type estate would be £74,800 in Denmark but the same vehicle converted to a van would cost £38,000!

Some news items.....Following a meeting between Transport Minister Mike Penning and members of the all party Parliamentary Historic Vehicles Group, the requirement for all pre-war cars to have an annual MOT may be scrapped.

14,000 applications have been received for just 1,500 new jobs at Jaguar/Land Rover’s Halewood plant on Merseyside.

The E Type Jag was born 50 years ago in March 1961.

Finally, the volume of car sales in 2010 by Britain’s top 5 manufacturers is:

Nissan	423,262	Sunderland
Jag/Land	230,665	Solihull/Castle Bromwich
Mini	216,302	Oxford
Honda	139,278	Swindon
Toyota	137,054	Burnaston /Derbyshire
Total	1,146,561	

Conclusion.....very encouraging for our economy

Stay safe and happy

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“A lion will not cheat on his wife, but a Tiger Wood!”

# A Road Rally

Ray Parker: Guidance Officer

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Sunday morning and up with the lark and looking forward to my day out with the North Derbyshire Motor Club on one of their rallies, or was I? Well I arrived at the labour Club on Saltergate to meet up with the merry band. Jan also came and we thought that one of their members would be coming out with us to show us the ropes but it seems that they wanted us to go as passengers with their members. This I didn't want so Jan came with me as navigator and we would go it alone. The rally is timed and we had to collect pub names on the way by **solving cryptic clues. Easy we thought.....till we saw the paper with the clues on. We were told it would not be easy.**

Still we bit the bullet and at 10.16am we set off. The first part of the route was easy going through various parts of Chesterfield and out towards Dronfield. Then we started to wander off in to Sheffield, and I thought well that's ok the outer parts of Sheffield are ok. Wrong yet again, the route took us to parts of the city that I had not seen for many a long year, oh and the roads were falling apart. We could have done with a 4x4 on some of them. Now at this stage I have to tell you that all forms of advanced driving was, shall we say, difficult to say the least. Steering was hard with lots of sharp turns and doubling back on ourselves when we realised that we had missed our turn. Not to mention trying to collect pub names. Half way round and I was tearing my hair out and I think Jan was too. I could have murdered a coffee but once the route was started you could not stop for a break. The route took us over to the far side of the city and at one point we had to turn left onto tram tracks which normally cars cannot use. I started to make the turn carefully and noticed a bus driver waving his arms and I think his fist at me. Oops I reversed back, but the sign showed I was ok to make the turn and another car went that way so I did in the end. We were ok and were back on course and some easier roads that took us out in the country (what a relief) and at one point we went on a nice long straight road and halfway there was our checkpoint, oh and I nearly missed it. Ok now it was back to the mayhem of Sheffield and its lumps and bumps. By the way as if dealing with all that is not enough, when they put in a direction like, T L on Palm road, they don't say how far or where it could be, no you have to look for it. What a carry on.

Anyway back to good old Chesterfield where we went or the pub at Unstone. On our arrival we were congratulated on making it round and well in time, well just a little late. We were third back or should I say second as one of the cars dropped out halfway round. We had a lot of laughs and really enjoyed it. We are now going to modify it and set it up for you, our members to have a go but we will miss out the timing part. Maybe a pub lunch afterwards, if you get there of course. I can't leave this without saying a big thanks to North Derbyshire Motor Club for a good run out and I look forward to the next one.

PS. Jan (navigator) and myself (driver) came in second position overall.

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## Confucius Didn't Say:

- Man who wants pretty nurse, must be patient
- Lady who goes camping must beware of evil intent
  - Man who leaps off cliff jumps to conclusion

## Driving Pole to Pole – Part 2

In this article I will describe the driving culture, people and cars north of the Arctic Circle. My travelogue includes Alaska, Canada, Greenland, Iceland, Spitzbergen and Kirkennes. The journeys described below are not in date order, but starts from Alaska in the Pacific Ocean to Canada, Greenland, Iceland, Spitzbergen and Kirkennes in Barents Sea, bordering Murmansk in Russia. . Murmansk was the destination port for the North Atlantic convoys during the Second World War. I will visit Murmansk, Archangel and the Kola Peninsula between the Barents Sea and White Sea. in June this year to explore the northern Siberian coast where Stalin built his Gulags and killed millions of prisoners.

### Northern Hemisphere

#### 1) Alaska

Alaska is a huge frozen country between Russia and Canada. It was reputedly sold for \$10 million by Tsar Alexander of Russia to USA – the greatest bargain of all time. Due to global warming the glaciers in southern Alaska are melting. We went there in July 2008 and the temperature in Juneau, the capital, was 81 F, probably warmer than Chesterfield! I spoke to an old timer who told me that in the seventies Alaska had 20 feet high snow drifts in winter with temperatures of –20 F or less. Now the temperatures rarely drop below 0 F in winter. But northern Alaska, bordering Bering Sea, is bitterly cold and there is permafrost there throughout the year.

Jewellery shops, outdoor clothing stores and gunsmiths proliferate in Juneau. Gold is cheaper here than Europe and rare gemstones like Tanzanite are in great demand from the tourists. There are a variety of museums to commemorate the great Alaskan gold rush in the 19<sup>th</sup> century when thousands of prospectors died from famine and cold. In the main museum I saw a gigantic stuffed Kodiak bear standing 14 feet tall. An Inuit hunter killed it with a harpoon in the early 20<sup>th</sup> century. The Kodiak bear matches the polar bear for size and strength.

Alaska is famous for its fishing, gold mining and huge oil reserves in the Bering Sea. The billboard that greets you in the docks reads – “Eat what you can; can what you can’t !” And the price of a gallon of petrol was 99 cents! Americans prefer to use feet and inches, gallons, pounds, miles and Fahrenheit as units of measurement. And I liked that and wished Britain was not shackled by Brussel bureaucrats with their endless mandates.

Northern Alaska is the home of Inuits – their word for ‘real people’. This incredibly hardy race has lived in the frozen north for thousands of years. From their home in Siberia they migrated across the Bering Sea to northern Canada and Greenland. They are in great demand to man the oil rigs, work in the gold mines, crew the fishing trawlers and drive the huge trucks. For they are immune to the bitterly cold winter temperatures of – 50F or less. Like their ancestors they still hunt whales in flimsy 30 long feet kayaks with harpoons and shoot bears and seals. They travel on the permafrost roads in dog sledges, skidoos and ubiquitous battered pick-up trucks with high suspensions and winter tyres. They drive fast with exuberance and skill and take no notice of speed limits. A fiercely proud people they have introduced Inuit language and history in the school curricula and ensure their ancient culture is not degraded by American influence. However, drink and drugs are a problem now.

The houses are made of wood (some on stilts), are central heated and sprout aerials for TVs. Modern Inuits use their computers to send emails. I saw a fur shrouded Inuit carrying a harpoon in one hand and a laptop in the other.

Huge Chevrolet pick-up trucks, 4WD Ford Broncos and Toyota Land Cruisers are common on Alaskan highways. I did not see Land Rovers. All the cars have high suspensions and winter tyres. The roads are wide with wide pavements in towns, are well maintained and open throughout the year for the trucks to supply the giant oil terminals of BP and Exxon in Prudhoe Bay in Bering Sea. And it is possible to drive all the way from Bering Sea to Ushuaia in Tierra del Fuego in Argentina. As in Ushuaia the trucks travel in convoys for safety and security. Traffic lights operate in the main towns, the traffic flow was light and jay walking is discouraged. Using the mobile phone when driving is not uncommon. I do not think that the IAM code of driving will work here.

### 1) Canada

We didn't cross the Arctic Circle in Canada but travelled close to it in the famous Rocky Mountaineer train. It is the ideal transport between Calgary and Vancouver on the Pacific coast, a journey of nearly 1000 miles. The scenery is awe-inspiring – the soaring Rocky mountains, thick forests, rivers and deep gorge with glimpses of black bears and deers. The rail carriages are spacious with large domes for viewing and the food and service were exemplary.

In the 19<sup>th</sup> century about 10.000 Chinese labourers were hired to blast a road through the Rocky Mountains and lay the railway lines. They were hired for their hard-working culture and the ability to withstand great hardships on a bowl of rice and lentils.. Their deserted and derelict encampments are now important tourist attractions. The original 10.000 have now multiplied to more than a million Canadian citizens. In Vancouver one out of ten is of Chinese origin. Vancouver now rivals the China town of Soho for its huge variety of restaurants and exotic grocery shops.

In Calgary the roads are congested with cars of every description and make – Range Rovers, Toyotas, Hondas, Hyundai, Kias and Mitsubishis. The drivers tend to drive close and rarely give signals. But, I did not observe the white van man syndrome.

Vancouver is less crowded and more driver friendly. It is a good city to consider for emigration. Surrounded by the Rocky Mountains in the back and the Pacific Ocean on the front, the climate is milder than Britain. Also, the Canadian health service is one of the best in the world and, thanks to my doctor cousin, I saw at first hand the ultra-modern and spacious hospitals with the latest equipment in the theatres. The wards are not overcrowded and expensive drugs are not rationed if required. Every hospital has helicopter pads.

To sum up, the Alaskan driving culture is wild-west style macho with trucks, pick-ups and Ford Broncos racing at high speeds. The speed limits outside the cities are ignored. In contrast the Canadian drivers are like British drivers and better behaved. The road signs are detailed, there are speed limits and traffic cops patrol on motorbikes. The IAM driving code of practice should be introduced here.

In Part 3 I will describe how Greenlanders cope with driving on the permanent icecaps. And in Iceland there are only roads on the coastal perimeter. Inland one has to drive over bogs, streams, lava beds, skirting the geysers and waterfalls on cars with huge balloon tyres.. Norway has superb roads, but in the mountains villages are often barricaded by heavy snowfall for weeks. So the Norwegian villagers travel in winter in the Hurtigruten postal ships that sail throughout the year from Kirkennes to Bergen. Fortunately the Gulf Stream keeps the coastal water of Norway ice free.

# How to fight parking fines

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It's a heart-sinking moment: you return to your car to find a little plastic envelope underneath the wiper blade. Many motorists just pay up and chalk it down to

experience. Around three quarters of appeals against council-issued fines are successful when taken to independent tribunals. If you think a ticket has been issued unfairly, it's worth making an appeal. We explain how.

## Public or private?

There's a difference between parking fines issued on public streets or council-operated car parks and parking fines issued on private property (supermarket car parks, motorway services, housing estates etc). When you get a ticket from a council, there is a legal appeals process. If you park on private property you are deemed to have entered into a contract with the property owner to observe posted charges and penalties.

So advice here relates mainly to tickets (officially known as Penalty Charge Notices or PCNs) issued by local authorities, either on-street or in council-operated car parks. Some of the advice may also be useful if you are contesting a ticket issued on private property but private parking is not independently regulated. There isn't a straightforward appeals process but you should be able to get more information on the British Parking Association's website, which regulates many private parking operators.

## What are proper grounds for appeal?

Spurious appeals won't get far. "I needed to let a dog out for a quick wee" will not cut the mustard. If you are the registered keeper of the vehicle but it was another driver who committed the parking offence, you are liable to pay the fine. Loading or unloading on yellow lines can be grounds for appeal but only if there was no parking bays nearby. The usual grounds for appeal are that you bought and displayed a ticket or permit but these were not noticed by the warden, that signage or road markings were unclear, obscured or ambiguous, or that your car was sold or stolen before the incident.

## What should I do when I've been unfairly ticketed or clamped?

Firstly, collect evidence. Parking wardens (or Civil Enforcement Officers, in legal jargon) take several time-stamped photographs of the vehicle and its surroundings - adjacent signage or road markings - in an attempt to prove the council's case. You should do the same. If you have bought a valid ticket, or are displaying a valid permit, take photographs of these, and your car's position, before driving away. Take snaps of signage or road markings that are unclear, obscured or ambiguous. Keep hold of any tickets or permits, they may be useful evidence.

## How long do I have to appeal?

You have 14 days to pay your fine (at the discounted rate, typically 50%) or appeal. In the first instance the appeal must be made, in writing, to the council that issued it. The details will be printed on the PCN. Don't pay the warden directly or argue your case on the street, they do not have the power to revoke tickets they have issued.

## How do I appeal?

The address to send an appeal, which must be in writing, will be printed on the PCN. State your case calmly and without emotion or exaggeration. Explain exactly why you believe the ticket has been issued in error.

# ***Thoughts, Reports and Retorts***

## ***FROM THE CHAIRMAN***

The general trend in my writings is to keep our readership up to date with current developments, although you should now have a calendar of events which was issued with the April issue of Challenge and which sets out the pattern of events in the coming months. There are past events taking place which need reporting and other events which are imminent and need a bit of a nudge to encourage support or participation and it is with this in mind that the following is for your delectation.

Most will know that nationally the IAM comprises some 220 groups and these groups are sub divided into 8 separate regions and that we are in Region 4 covering North Derbyshire, bordering onto South Yorkshire and extending through North Yorkshire into Teeside. Each region has its own area conference and the 9<sup>th</sup> of April saw Region 4 holding its meeting at Leeming Bar where Jan Creswell and Alan Morgan were present to represent Chesterfield group along with some 180 or so fellow members who were there to hear and discuss what is happening Nationally in the Advanced Driving world, and there are exceptional happenings. The day was organised by our Group 4 RGCs (Regional Group Co-ordinators) David Stringer for cars and Malcolm Lonsdale for motorcycles and Guest speakers were Pat Doughty, Director of Operations and Sandra Worsfold both from The Ivory Towers in London, although perhaps after this meeting we “Up North” need to reconsider such a descriptive title since we should feel much more a part of the system.

So what is there to report? Well not a lot in *detail* at this point but a great lot in *summary*. In the computer field the long promised new more friendly system is being field tested and hopefully will be fully operational towards the year end. One of the new features will be direct access for groups to locate membership details, a problem we have had in the past, and because of the system anyone answering a query should be able to give details rather than passing it on to a specialist in the field – hopefully.

New products are to be marketed; already there is the ‘Momentum’ course for young drivers and a recent addition of training for scooter riders. These are at a cost but that can be offset against a full course such as ‘Skill for Life’. Other money saving schemes are a like for like cost saving idea where HQ and group contribute to a subsidised rate for certain class of drivers. Customer satisfaction is to be brought more to the fore and the drop out rate of young drivers is to be investigated. Some interesting words and phrases were aired on these subjects such as Our Vision, Our Culture, Sharing and Togetherness, Drive and Hungry to Learn, and Innovation, which at present though not yet fully developed are pointers to future thinking with much less of the Stuffy and Elitist picture which is generally painted, although hopefully the latter is not prevalent at Chesterfield, or is it? Please tell us we need to know what you think. On this last subject and as an aside to the main points of the meeting, all groups were asked to provide a raffle prize the proceeds of which were to be divided equally between the North and South areas of the region for various expenses. Jan had handmade an IAM necklace and ear rings and the necklace which caused a lot of interest was entered into the raffle and won by a Lady member. Alan had taken a bottle of wine and in true Alan Fashion since I have never

known anyone so lucky at such events, he won it himself, so it was a much travelled, 186 miles, bottle of wine and I understand it travelled very well, enjoyed the trip, and Alan enjoyed the wine.

Back to business, Pat Doughty the newly appointed Director of Operations, apart from introducing himself to the assembled members gave a very interesting and lively presentation regarding his work and intentions. A more detailed report will be forthcoming next month when our delegates have been debriefed. David Stringer gave details regarding the Training Weekend at Leeming and reported the car section was not too well supported whilst the motorcycle section was oversubscribed, but this is in its infancy and open to amendment, so if you are interested watch this space. On the brighter side David Lowe had attended a Mountain Rescue meeting and before departing had signed up some 24 new members.

On the home front we have the first outing with the caravan to the Market Square in April and by the time you read this it will be over, but there are other dates already booked and at which your presence will be appreciated, so look in your diary sheets for details. Our action in this field was commented on at the conference by David as a first, so we appear to be well up front in the advertising stakes and fully intend to continue and maintain our position, even to the extent that Jan has an order for a Ladies IAM Necklace although I am not sure if it includes Ear Rings as well. It certainly ought to be delivered with the words “devised and supplied by a member of Chesterfield group” If you are interested in starting a group Jewellery production line then have a word with Jan.

Some future events you may be interested in include lunchtime or evening gastronomic visits, riding the Segway, Go-Karting, the Intergroup Challenge of manoeuvrability, the Cosford Air Show visit or a proposed Treasure Hunt event, and a number of outdoor events where we show our presence, such as Ashover new car show, Beighton Gala, Eckington Hall car show and Darley Dale Festival of Leisure, during the winter period there are interesting topical talks and discussions so watch out for these in the Magazine and on our new Web Site, or give any of the contacts in the magazine a ring or Email for details. A lot of time and effort is put in to the organisation of these events and we crave your support, I am sure there will be something from the varied list above that will interest you so we hope to see you there and if you are a visitor to the event please make yourself, or yourselves known, after all most are family events and all are welcome.

**Bill Harrington.**

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## IAM Response to AA Insurance Survey

IAM young driver, Caroline Holmes, 22, said: “Insurance inflation is pricing young people out of the market. Now is the time for insurers to give significant discounts to young people who take up further training after their test. This would demonstrate a commitment to reducing death and injuries on our roads.”

# Licensed to skill

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Driver and rider error or reaction are behind the top three causes of fatal and serious crashes, new research from the IAM reveals today. Cars don't lose control; drivers do.

*Licensed to skill: Contributory factors in accidents*, launched today at the RAC Club, Pall Mall, presents the analysis of five years worth of accident data, recorded by the police between 2005 and 2009.

Factors including 'failed to look properly' 'loss of control' and 'poor turn or manoeuvre', accounted for 65.3 per cent of fatal, 61.8 per cent of serious and 68.6 per cent of slight accidents. Injudicious action - illegal or unwise judgements – such as exceeding the speed limit, following too close, or making an illegal turn, was the second biggest factor, accounting for another 31.4 per cent of accidents. Alcohol was a relatively minor factor, listed in only ten per cent of fatal accidents.

Behaviour or inexperience came a close third, being a factor in 28.0 per cent of accidents. In contrast, physical circumstances such as road environment, factors affecting vision, and vehicle defects are listed as issues in very few accidents.<sup>(1)</sup>

'Travelling too fast for the conditions' accounts for more fatal accidents than 'exceeding speed limit', which represent fourth and fifth places. Driving too fast isn't necessarily just a case of a legal requirement – you could be driving too fast for the conditions, without breaking any official speed limits at all.

IAM chief executive Simon Best said: "What is obvious from the top three rankings is that many accidents could be prevented by drivers simply changing their behaviour, as well as gaining more experience. That so many crashes are caused simply by the driver failing to look is shocking. On the positive side, there is plenty that drivers can do to reduce their risk of being involved in an accident.

"Having a driving licence doesn't necessarily mean that drivers have the skills they need to be safe. Professional drivers, like HGV drivers, participate in continuous professional development, improving their driving skills throughout their careers to reduce their accident rates, insurance costs and to increase their fuel efficiency – why is life-saving training not expected of those who drive for personal reasons?"

"The evidence is there. Accidents could be easily reduced by improving driver skills and lives could be saved – especially those of young drivers. The IAM calls on the government to introduce post-test training, to support young drivers through the most dangerous part of their driving career, and to improve their skills for the rest of their lives."

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- **Man who runs in front of car gets tiered, man who runs behind car gets exhausted**

# Automatics 2

RAY PARKER GUIDANCE OFFICER

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I get asked a lot about automatics. A past group contact would always say "just put it in drive and drive that what automatics are for". Now to a point I would have said yes I agree with that statement, but let's look at the auto box. It has P = Park, D = Drive, R = Reverse and N = Neutral then it has 3 2 1. Or most do at least. So if that person is to be believed what are the 3 2 1 for. Nowadays the examiner will most likely expect you to know how your auto box works, and rightly so. When you move the selector to 3 or 2 or 1, we call it lock down, very useful for steep descents. Moving to 3 is good in 30mph limits as it gives you better control of your speed and gives that bit more power should you need it. Also works very well for going up hills with tight corners etc.

I am often asked if we have anything written down as a guide for Auto operation. My answer has to be no as there are now so many different variations of an auto box. If we had anything it would take a lot of writing to complete it. But you the car owner have the perfect book, that's right your driver's car manual. Read and digest and if it does not make sense then bring it to guidance with you and between us we will sort it out and put you on the right path. I did write an article back in October 2010 so if you still have it then re-read it.

Beware the auto that creeps, always use your handbrake when coming to a stop. I have driven autos that don't creep at all so you can just stop and stay but you should still use the handbrake. Remember be safe if you're shunted from behind you could end up running into the car in front. You don't generally need to put it in Neutral unless you are going to be stationary for a long time. Now let's look at parking up for the night. You stop and put the selector in P and leave the car locked. So do you put the handbrake on or not? When I parked in my garage at night I didn't bother with the handbrake. But now I'm on the roadside and yes I do put on the handbrake and so should you especially if you park on a hill.

Between my two articles I hope I have helped you along, it's a lengthy subject and not one for writing articles on due to complications but I will talk about it to you if you need help. There are a few of us observers that drive autos so come along with your queries and we will help you if we can. At the end of this year I will be changing cars and I have enjoyed my time with the auto but alas I may go back to manual, you get better fuel economy.

## **Forgetter be forgotten?**

*My forgetter's getting better, but my rememberer is broke, to you that may seem funny but, to me, that is no joke. For when I'm 'here' I'm wondering if I really should be 'there' and, when I try to think it through, I haven't got a prayer!*

*Oft times I walk into a room, say 'what am I here for?' I wrack my brain, but all in vain! A zero is my score. At times I put something away where it is safe, but, gee! The person it is safest from is, generally, me.*

*When shopping I may see someone, say 'hi and have a chat, then, when the person walks away I ask myself, 'who the hell was that? Yes, my forgetter's getting better while my rememberer is broke, and it's driving me plumb crazy and that isn't any joke.*



## DAY TRIP TO RAF COSFORD AIR DISPLAY

Seeing as we enjoyed the Air Show so much at Waddington last year I have decided to run another trip, only this time to RAF Cosford. Some of us went last year to the museum so you will know what to expect plus a lot of flying displays this time.

The show this year is on Sunday June 12<sup>th</sup> and we will meet at the town hall in Chesterfield to get a nice early start. The camp gates open at 08.30am so we need to be there as soon after as possible. Again we will travel in our own cars and I will give times later on. Their web page is <http://www.cosfordairshow.co.uk/index.html> which will give you a lot of information and you can follow links to where you can purchase tickets or you can go straight to another part of the site, <http://www.seetickets.com/Tour/COSFORD-AIR-SHOW> where you can buy them. For those who do not have internet access there is also a telephone number where you can buy a ticket from which is 08712301083. You can pay on the day at the gates but it must be cash only and the cost will be £25.00.

I will be collecting names at Guidance days and you can let me know either by phone or e-mail. Details are Tel. 012346206959 and my e-mail is [rayparker744@btinternet.com](mailto:rayparker744@btinternet.com) Where food is concerned I think we should do the same as last year and bring lunches with you. There will be food on the site but I imagine it will be expensive so the choice is yours. All we need do now is pray for a nice sunny day.

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## GROUP PHOTO COMPETITION



May's theme is FROST and pictures can be uploaded from 3rd onwards. So get snapping or hunting through your hard drives to find your best shots to enter.

The winner will be announced on May 11<sup>th</sup>. Entries will be being taken at guidance sessions in Sainsbury's car park on the first Sunday and following Saturday of each month. If you are unable to make guidance, please e-mail Clare to arrange entry ([iam.chesterfield@yahoo.com](mailto:iam.chesterfield@yahoo.com)).

Images are uploaded onto a group Flickr account, so internet access is required. Images will be judged on technique as well as creativity. To help the judges with their choice, you are asked to give a brief description of how you came to take each shot and what equipment you used.



## A JOB VACANCY

On a serious note. As some of you are aware we as a group are very involved with the assessing of drivers for St John Ambulances.

They have a vacancy for a **County Fleet Manager**. The job is very involved with the management of the whole of Derbyshire Counties Vehicles and the maintenance. I have a copy of the job description and if anyone is interested in the role then come and see me. The role is that of a volunteer and requires a minimum of 4 – 8 hours per week so if anyone thinks they can fulfil this role contact me or Sue Wheatcroft for job description and who to contact.

### Duties

1. To ensure that all vehicles within the County are legally and policy compliant following advice and guidance from the National Fleet Manager.
  2. To implement National Policies and directives.
  3. To ensure the appropriate vehicle servicing and maintenance requirements' are identified and advised to the area or Division as required.
  4. To maintain a database, of all vehicles and drivers within the County, and appointing a vehicle custodian for each resource.
  5. Ensure that personnel with fleet transport related responsibilities are competent with regards to the discharge of their responsibilities and are trained accordingly.
  6. To provide support to the National Fleet Manager, and vehicle custodians.
  7. To liaise with areas and divisions to assist with the vehicle procurement process.
  8. To conduct a mechanical inspection of all vehicles and equipment annually, in accordance with manufacture's guidance and National Policies, providing a full report to the National Fleet Manager.
  9. To liaise with the vehicle custodians to ensure fleet defects are rectified in good time.
  10. To organise re deployment of vehicles as necessary in line with vehicle strategy as advised by the National Fleet Manager.
- 

## “Murder Most Horrid”

ALAN MORGAN

Evening walk around Chesterfield. It will be a guided stroll on the trail of the macabre for those taking part following in the footsteps of notable local murderers and learn about the fates of their victims.

The town centre events will cover murders, suicides and tragedies spanning several centuries. In some cases the buildings remain very much as they were so it will be easy to picture the grisly goings on.

From the Chesterfield Parish Church, Royal Oak Shambles and on to Theatre Yard and other places which will be revealed as you amble. The stories will be historically accurate with the occasional anecdote and ghost story.

The walks are approximately an hour and a quarter long. Be prepared to be enthralled and to relive the horror that stalked Chesterfield in days gone by. What proposes to be an enjoyable evening will no doubt be suitable finished off at one of the hostleries with a ghostly accompaniment of spirits other than the liquid kind!!

## SEGWAY TOURS, CLUMBER PARK

We will be riding the Segways in May 2011 (date to be announced)

Chris Moulds, who runs the tours, has created an extended tour for 2011

This takes approx 50 mins

Extended tour: £33 Regular tour: £24.

Please contact Sue Wheatcroft for more information

Tel: 01246 274785 or email: [dw.sw274@btinternet.com](mailto:dw.sw274@btinternet.com)

Closing date Sunday 8<sup>th</sup> May '11

## Observer Training Night

Yes here we go again; we are having another Observer Training night. Please put the following date in your diaries. May 26<sup>th</sup> 2011 and it will be held at St Jon Ambulance HQ on Derby Road, Chesterfield and start time is 6:45pm and will finish at 8:45pm as we have to be out by 9:00pm. This meeting is open to all observers and trainee/would be observers. The format of the night is Bill and I will give short talks then be open to all questions. Bill may even show a film but that is not definite yet.

## South Yorkshire Police Public Advisory Sessions

The next course will be in September. 18:30 for Registration, Presentations start at 19:00 – 21:30.

Wednesday 14<sup>th</sup> September.

Wednesday 21<sup>st</sup> September.

Saturday 24<sup>th</sup> September. Demonstration Drive.

Wednesday 28<sup>th</sup> September.

The cost for the full course is £70 per person.

## ***RAC, reporting that rising prices at the pumps have already cancelled out the 1p fuel duty cut***

Neil Greig IAM Director of policy and research said: "This is more bad news for motorists who are also forking out for inflation in every other area of their lives.

"Changing driving style can save up to ten per cent on fuel use. It's no longer an ethical choice, it's a money-saving essential – especially in rural areas where driving is a necessity. The best fuel-saver is a light right foot and anticipating the road ahead.

## CHESTERFIELD MURDER WALKS

Peak District Historic Walking Festival

A guided walk in Chesterfield town centre lasting approx 1 hour 15mins. Tells the story of murder, suicides and tragedies spanning several centuries. Sun May 15<sup>th</sup> and Sun May 22<sup>nd</sup>

Details from the tourist information Centre on 01246 345777 / 8.

Some members have expressed interest in joining the walk on May 22<sup>nd</sup>. Tickets may be purchased from the Tourist information Centre in Chesterfield and cost £4 per person.

THURSDAY 19<sup>TH</sup> MAY 2011

7:30pm – 9pm

SOCIAL EVENING AT THE CLUB CHESTERFIELD

CARL MAKINS OF ST.JOHN AMBULANCE

St.John Ambulance is running a national campaign this year called 'The Difference' our evening will be about refreshing first aid skills and knowledge in resuscitation, recovery position and major bleeding. Essential skills which may save someone's life.

Raffle tickets will be on sale.



**SURETY**

**0845 603 1355**  
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