

MAY 2013

ISSUE 5/13



CHALLENGE  
*CHESTERFIELD ADVANCED MOTORISTS*  
GROUP NEWSLETTER



**President Mike Dickerson**  
**presenting Auction funds to Ashgate Hospice**

**GROUP CONTACT: BOB STONE 01246 568894**  
**GROUP WEB SITE: [www.chesterfield-iam.org.uk](http://www.chesterfield-iam.org.uk)**

**REGISTERED CHARITY NUMBER 1017471**

## COMMITTEE MEMBERS AND CONTACTS

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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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**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**

+++++

**WELCOME TO NEW MEMBERS**



Bryan Durley. Observer is Jan Creswell

Andy Durkin. Observer is Bill Harrington.

## Gantry signage.....and more from the President

It has always annoyed me that the motorist has been used as a “cash cow” for many years, ranging from over zealous clampers, parking officials who fine you for being 2 minutes late on your ticket, officials who seem to get a thrill out of emptying your wallet if you do not park “inch perfect” in a parking bay ---- few officials these days seem to have any common sense or reasoning – “more than my job’s worth Sir”!!.

I know of a lady who has been issued with a fine leaving the new Debenhams, having overstayed her 2 hour limit because she was queuing for 10 minutes to get out at the lights! She is contesting it, will keep you posted.

On the other hand..... just been reading about the possibility of up to one million motorists could have their speeding convictions overturned because some of the overhead speed limit signs are not compliant exactly with official regulations, and have not been since their erection over a decade ago.

Some are ever so slightly too “tall” and some are ever so too “narrow, but having used the M42 for over 10 years on a regular basis, I have never had reason to doubt their validity or clarity, they still indicate the max speed limit allowed between gantries. Even if they are slightly “wrong”, it still does not hide the fact that these one million motorists WERE SPEEDING!

It is a nationwide problem, the affected roads are M1,4,5,6,20,25,40,42 and 62. Any views?

And now for something different.....went to a well known car supermarket this morning to ask them to look out for a newer X Type (one of the last on a 59 plate) as although mine is just nicely run-in at 90,000 miles and there is nothing wrong, as far as I am aware, it is 8 years old and having had it for nearly six years, it is time to change. Was just about to leave the car park when I heard a voice calling me, “Is your car for sale”? A total stranger had been inside the showroom asking for an X Type Jag. They replied “No, but there is one in the car park, if you are quick” We exchanged phone numbers, so who knows – I just hope they locate one for me, as a cash sale rather than PX is always best, and I hope to get slightly more than the £3000 PX offer.

That’s all for now, stay safe and happy                      Mike.



## **CONGRATULATIONS**



On Tuesday 26<sup>th</sup> March Catherine Sharpe Passed her test.

Observer was Jan Creswell and  
her examiner was Mark Hallam.

### Note from the Editor

Having recently returned from a 'road trip' of almost 2,000 miles around the Deep South of the USA, I thought that driving across the Mississippi River three times (I don't like bridges across large spans of water) was bad enough, and driving from Baton Rouge to New Orleans in a thunderstorm wasn't pleasant either, but someone sent me this youtube clip of a Norwegian road – remind me never to go there!

This is the link if you are interested (hopefully it will work). It is almost 4 minutes long but worth sticking with it:

**<http://www.youtube.com/embed/4T4vc1QqiPM?>**

### **RAF Waddington**

On Sat 6<sup>th</sup> July I will be going to Waddington for the yearly air show. I'm not organising a trip as such but if anyone would like to join me then let me know.

Price on the day £29....Pre Book £22 @

<https://waddingtonairshow.co.uk/buy/tickets>

Ray

## IAM Region 4 Spring Forum – 20<sup>th</sup> April 2013 - Leeming Bar

My day started slightly earlier than when I go to work since Bill Storey (Matlock Group) came round at 7.15 a.m. and then we were off to pick up Jan before heading up the motorway to Leeming Bar. The arrangement worked well since we had to chance to discuss things en-route including Guidance methods we each use and the new National Observer Qualification.

Having arrived in good time for coffee, the meeting was opened by David Lowe (one of 4 Davids on the top table)

David Rockliff talked about

- the Groups being 'Sub Contractors' and 'Service Providers' to Associates whom he also referred to as Price Tarts in that they pay for the IAM learning and then walk away not being interested in joining the IAM structure.
- David then made mention of the Drivers Forum of which he is a member and the use of Electronic Aids. The message was that given the range of aids, Associates should be asked to explain how it can be used.
- The new message is 'Developing what you and your car are capable of'.
- He drew attention to the Groups area of the web site and the availability of documents, stationery, IPSGA sheets etc
- He suggested Groups check the DTE system for allocated postcode areas.
- Mention was made of the new link to Mountain Rescue (E&W).

David Stringer spoke next about

- Apologies from Chris Tatlow due to his illness and thanks were passed on for all the messages he had received.
- National Observer Tests number 3 so far in this Region (later stats displayed declared 1 pass and 1 referral!)
- Local Observer scheme is likely to be this time next year since National are needed to assess the Locals, David also mentioned that assessments would NOT be by Observers from the home Group.

- National Observers were advised to apply early and get some advice. Once appointed there would be opportunities for some NOs to mentor Local Observers and to join the Training Team.
  - Training Days on Jun 15<sup>th</sup>, Jul 31<sup>st</sup> and Aug 4<sup>th</sup>
- On the Sfl Modules David said that the seminars were proving attractive and Groups would be invited to provide. The seminars are scripted and the costs would be minimal since HQ would pay for the room hire.
- A Croft Driver Day vacancy is available on May 8<sup>th</sup>
- Drivers wanted for a Charity Shoot on the weekend of 12/14 May.

Malcolm Lonsdale (Bikes) was quite concise -

- The concept of a Regional Training Team has been adopted for bikes and the first bike group is soon to be accredited.

David Shenton (Hd of Fields Operations)

- He mentioned that advertising is to be re-targeted towards National Trust members as they more closely mirror our age profile and is more productive than advertising in national Papers. The question this left open was do we want to continue the current membership profile or should we try to alter it by attracting other people?
- The Membership split is reflected in the articles in the Advanced Driving magazine but that does not stop complaints from both side of the fence for too little coverage.
- He advised that in order to push Associates along Groups should set a target Test Date from the start.
- New Leaflets will be available from 1<sup>st</sup> May that can be personalised (within limits).
- Do Not advertise discounts in literature. He did however he would back 'Discount on the Day' promotions that would allow Sfl to be sold for £125 AT promotional events.

- Drivecheck has been dropped as a national scheme but Groups can offer it and keep the fee.
- David mentioned a couple of initiatives that are helping the IAM including Citroen making it compulsory for <21s to take Momentum, and John Cleland who pays the SfL cost for anyone <21 who passes.

David Stringer had the post lunch slot before the open forum (question) session.

- Environmental changes have forced the IAM to alter its structure.
- Other Regions have introduced Training Teams based on our experience except the Staff Examiners have been put in charge
- He quoted the Newcastle Group who have established a hierarchy in training but this requires larger groups so – expect mergers to form Super Groups.
- He expressed his view that Observers should be trained by Observers not Regional Managers.
- David expressed concern at the way Forums operated with the current system not fit for purpose. The intention is that messages from HQ come out to Groups as e-mails to prevent corruption as messages get passed on but Group input to HQ is via the NRG representative via the Forums. It is up to us to ensure the message taken to NRG is the one we want, otherwise we will get what we deserve through lack of input.

Open Forum – this was less interesting (to me) as it got bogged down on a couple of questions and one guy in particular seemed to be trying to phillibuster with a five minute long question (sorry I do not know what he said as I fell asleep before he finished).

Bob



## SPEED AWARE - ONE MAN'S STORY (article submitted by Ray)

**Speed doesn't kill; *coming to an abrupt halt does !***

The one thing which unites all motorists, irrespective of social standing, political or religious views, colour or creed - even [opinions on DSG gearboxes](#) - is that we all believe we are better drivers than we actually are. I know I do. That's why, on a quiet stretch of the A23, late at night, I got caught driving 7mph over the speed limit. I knew I was good for the extra speed, even if Sussex police thought otherwise. It's not exactly the crime of the century, is it? I was more annoyed I got nicked rather than shouldering any guilt for breaking the law - and I guess that's how many of us feel when the Notice of Intended Prosecution lands on our doormat. We're not interested in the Road Traffic Act we've contravened, all we want to know is how fast, how many points and what's the fine. A momentary lack of concentration from our finely honed sixth sense to spot a speed camera from half-a-mile away had failed us and now we are left to pay the price for our minor misdemeanour.

I was given the choice; three points and a £60 fixed-penalty fine or, and wait for it, pay 85 quid and attend a speed awareness course, with no endorsements. It was a no-brainer. Just like the other 53 per cent of speeding motorists who opt for the speed awareness course, so did I.

And then on to the day in question. None of us wanted to be there. We didn't need to give the reason why we had all been gathered together in a makeshift classroom, like a group of naughty children kept behind for after-school detention, we all knew. We got caught speeding.



We hear it enough but do we listen?

### **Gruesome twosome**

Our lecturers were a male/female duo tag-team, taking it in turn to front the Powerpoint presentation. Julie, who reminded me of the Matt Lucas character, Marjorie Dawes, the patronising leader of the Fatfighters slimming club, kicked the

proceedings off. With a sunny smile and no sincerity she gleefully informed us we'd be there for 'approximately' four hours. That's four hours and 85 bloody quid I'd never see again, and in the company of a woman who mimed inverted commas with her fingers. Anyway. I was there, and before Marjorie started her evangelical sermon about the evils of speed she did mention that unless we stayed to the bitter end we'd fail the course, our details would be passed to the police, we'd receive a £60 fine, and the three points. Whether I liked it or not, she had me by the short and curlies.

But that was it, no written exam, no driving test, just a lost Saturday afternoon spent listening to something I knew already. I once interviewed Andy Green, the holder of the World Land Speed record, and he was very much alive. So speed obviously doesn't kill. Admittedly, coming to an abrupt halt won't do your internal organs much good, but that's just common sense. Hey-ho, the coffee was free and I didn't need permission to go to the loo. "These sessions are run by the National Speed Awareness Course," Marj told us, "a non-profit making organisation which has a £20million turnover, all from receivable fines, and run in conjunction with local authority road safety departments and overseen by their respective police authorities." My eyelids were getting heavy, her well-rehearsed script draining.



Just a few extra mph and back to school

### **Copping it**

Andrew, the other half of the double-act, took over. He didn't need to tell us he was a retired traffic cop, you just knew it by looking at his military stance and highly polished shoes. When not eulogising over the benefits of curbing an enthusiastic right foot, he's also an advanced driving instructor, like Marjorie. However, he was a lot more engaging than the leader of the Fatfighters club. Maybe Marjorie was his warm-up act? Either way, he presented the facts to us in a manner that didn't patronise. With over 6,000 speed cameras dotted across the country the odds are one-in-five drivers will get caught for speeding, and we were that one, while the other four got away with it, and he sort of sympathised with us.

"What happens if you get caught speeding in the next three years?" He asked the apathetic group in front of him. But before any of us could muster the energy to speak he answered his own question. "I'll tell you", he said, while finding a clean piece of paper on the flip-chart. With black marker pen to hand, he readied himself.

"You'll get a fixed penalty and three points". He then wrote the very same at the bottom of the blank sheet of paper. "And then if you get caught again?" He surveyed the room, pointed to the heavily pregnant woman who had earlier confessed to being 2mph over the speed limit. "You get more points and another fine", he again answered his own question and wrote it just above his last jottings. This went on, exploring at length the consequences speeding can bring, the highlights then written above the last. Before long, and in six easy stages, the list is neared the top of the paper. We'd gone from a laughable three points and fine to disqualification, and that was "if we're lucky". Points seven to 10 covered injury, death and jail. And if it was injury or death, how would our family feel if it was us, but worst still, how would we feel if we did it to someone else.



Could education be the more subtle answer?

### **Change of heart**

Cynicism to one side, and as much as it pains me to write this, the NSAC ideology is quite sound; it wants to solve the speeding problem rather than just manage it by dishing out points and fines. Not everyone is eligible to attend and even though it's meant to be a national scheme not every county has adopted it yet. Scotland doesn't run it all. Even those counties which have signed-up still have the flexibility to adapt it as they see fit, as long as it conforms to NSAC guidelines - so not every course is the same, either. Offenders are only offered places if their speed falls within 10 per cent + 2mph to 10 per cent + 9mph of the limit. For example; the tolerance level of a 30mph zone is actually 35mph before prosecution, but using the NSAC formula, anything over that but less than 40.5mph could qualify for the course, just as I did.

Did they succeed in converting me? Well, the flip-chart exercise about maiming or killing somebody else really struck home and I do now find myself checking my speed more regularly than before, so I guess they did. Then again, when I gave up smoking I was this resolute to begin with, and then failed miserably. The only difference this time is that I now realise if I fail I could die, or worse still spend another four hours with the Gruesome Twosome. Either way that's a good enough reason for me to slow it down a bit.

Author: [Danny Cobbs](#)

## Tips From The Guidance Officer

A couple of things I would like to mention, firstly regarding commentary.

An old IAM poster used to say “An advanced driver never sees an empty road”. This is so true.

If you can't think of what to say then you are not looking either far enough ahead or even low enough. Let me explain, looking far ahead is like having your lights on full beam. Look as far ahead as possible and if you spot a problem in the far distance then it will help you “plan” your drive up to that problem and you can do it in plenty of time.

When your eyes are on low beam you are looking just in front of you by a few car lengths or even what paint is on the road.

You need to be picking up on all road signs especially speed changes.

Watch for pedestrians and animals as they have no road sense [did I mean pedestrians or the animals?], the other big problem is cyclists who think they own the road, well a lot of them do.

Look for changes in road surface and mention that change. Each type of surface will give different braking adhesion so you need to be aware of that.

When doing commentary you need to plan to do a commentary for the full length of your test, nothing else will do. We know it's not easy but giving plenty of practice you will be able to give a decent one which will make the examiners life easier and it does help you concentrate on what you are doing. Remember you need to put into the commentary “**speed check and mirror check**” and do it. You might think if the examiner is looking forward he might not notice. Forget it he will know. Again when you say mirror check, turn your head to look and then he knows. At left turns and setting off in traffic queues your left mirror is vital. That is where the danger of cyclists comes from so say “**checking left mirror**” and move your head to do it.

### A note now for all observers as well as associates

**When an associate is getting near to what you think is test ready, that associate must be put through a pre-test and or more importantly a mock test. That is part of the training program. You as an observer may well think he or she is ready but you may have missed something and that is what a pre-test finds out. If all is ok then we arrange a full on mock test. And not before all this has been done will I recommend any associate to go for the IAM test.**

Safe Driving  
Ray

## Millions Risk Fines For Expired Driving licence



Two million motorists could be fined up to one-thousand pounds for failing to renew their photo card licence, the Daily Mail has reported. The problem - according to insurance specialists at Liverpool Victoria - is that one in seven motorists are unaware that their photo card licence expires after ten years (normally). This ensures that drivers benefit from the latest security enhancements and keep their photos up to date. As such, in the last three years hundreds of thousands of people have been caught by police with an expired licence. This led to average fines of fifty-six pounds which totalled forty-one million. There are, however, reasons why some motorists fail to renew on time. The first is that the previous-style paper licence tended to be valid until its owner reached seventy – and some motorists assume that this applies to the photo card licence. Furthermore, others find it difficult to check the validity of their photo card licence, as the lettering on its front is extremely small. The key is to look for Section “4b” that shows when the licence expires, e.g. 01 – 01 – 2013. In contrast, “4a” highlights when it became valid, e.g. 01 – 01 – 2003.

Your photo card driving licence can be renewed online at [www.gov.uk](http://www.gov.uk) – but only if certain conditions are met. The first is that you must have a UK passport that was issued within the last five years. This is the source of your photograph and signature. You must also be a resident of Great Britain and not disqualified from driving. You also require your current driving licence, national insurance number, recent addresses, and a means of paying twenty pounds. This can be via: master card, Visa, Electron, or Maestro (credit or debit). Your new licence should then arrive within two weeks. An alternative is to renew via the Post Office for twenty-four pounds fifty. Simply take along the Renewal Reminder Form D798 that should have arrived in the post, your current licence (with counterpart), and the payment. The Post Office worker will take your photograph, requests a digital signature, and submit the application to the Driver Vehicle Licensing Agency (DVLA). Expect to receive your licence within three weeks. Finally, the photo card can be renewed by post within the same time frame. Simply send your Renewal Reminder Form D798, passport-style photograph, old licence, and twenty pounds to DVLA, Swansea, SA99 1DH.

# Ever heard of NRG ? What do you mean NO?

Well all I can say is that as IAM members you should at least have heard of it. The reason is obvious; because it is **YOUR** voice back to IAM, it is the way in which you get your message across to the powers that be in Chiswick, or as sometimes called 'Ivory Towers'.

I will try and explain. Every IAM Group belongs to a Region of which there are eight and to a Regional Forum. At least once a year all the IAM Groups in that Region get together for a Regional Forum meeting; the representative at this meeting is usually someone from your committee. The Regional Forum meeting gives a voice to the member groups and assists in the debate of thoughts, ideas and information going backwards and forwards between Group and IAM. It allows you as IAM members, via your Group to be involved in the shaping of IAM policy. Who goes to the Forum meetings? The Forum has a committee consisting of a chair, secretary and treasurer. Your IAM Group representative attends, as well as others attending by invitation, in Region 4 these are RGC for cars David Stringer, RGC for bikes Malcolm Lonsdale, plus Chris Tatlow our Staff Examiner and others as thought appropriate

I always say that if you don't tell someone how you feel they don't know, and more to the point how on earth would you expect them to know? You may have a good idea: well the same applies - for goodness sake tell someone. If on the other hand, you are not satisfied with something it's just the same, but this time don't just whinge. Try to be constructive in what you are saying, by saying how you think that the problem could be altered, or even solved. For instance:

"I don't like this because ... .. and if you were able to do it this way it might be better".

This preamble is taken from, The Region Forums Terms of Reference and Authorities to Act.

**It is YOUR Forum. In the same vein as not voting at a general election and then complaining of the government you get, the same applies with the forum - the benefits of having a cohesive voice that will be heard at the highest level on a regular basis cannot be overstated.**

**There are 230 Groups, the majority of whom are either being badly represented at the higher levels or not represented at all. Only those with active connections to the forums have the route to this representation**

That takes you to the Forum, now on to the NRG. The first meeting of the NRG was on 13.6. 2009, and it has met regularly since. This in itself isn't really important, what is important is that again it is there for **your** use; and as the old adage goes, 'use it or lose it'. NRG is the next stage of getting your thoughts to IAM for discussion. Every

region has two NRG representatives: if divided into north and south you have one each: which is the case in Region 4. It is usually the Regional Chair/Secretary who is your representative. Others attending are; three Council members, the manager of Region 2, various IAM officials, and your representatives. Quarterly meetings are held.

Information taken from the NRG minutes and names listed under each heading are in alphabetical order.

### **IAM Head Quarters Staff**

Simon Best, Chief Executive  
Alistair Cheyne, IAM Chairman  
Pat Doughty, Operations Director  
Peter Roger, Chief Examiner  
Dave Shenton, Field Operations  
Paul Woozley, Membership Development  
Mark Trimmer, Manager Regional 2

### **Council Members**

Catherine Lloyd  
Mike Lyne  
Derek McMullan

### **Sixteen Regional Forum representatives; two from each Region**

Region 1	Norman Dadd, Vice Chairman Roger Jewell, Chairman
Region 2	Tim Ivory, Chairman Ruth McConville, Vice Chair Motorcycles
Region 3	Neil Atkins, Chairman Phil Edwards, Vice Chairman
Region 4	David Lowe, South Chairman David Rockliff, North
Region 5	Alan Filson, North Secretary Julie Williams, Chair
Region 6	Angus Maclver, South East Forum Chair Stephen Shepley, Bike Chairman
Region 7	Steve Loughton, Motorcycle Forum Rep. Geoff Russell, Chairman
Region 8	Gareth Hughes, Secretary Ruth McCullough, Group Treasurer

So now you know a little more about Regional Forums and the NRG.

**Never forget that the Regional Forum and the NRG are there for YOUR USE.**

Jan

Here's a few funnies courtesy of Pat in the Doncaster group.... 😊

### IDIOT SIGHTING No.1

My daughter and I went to the McDonald's drive through check-out window to pay our bill and I gave the clerk a £5 note.  
Our total bill was £4.20, so I also handed her a 20 pence piece.

She said, 'You gave me too much money.'  
I said, 'Yes I know, but this way you can just give me £1 back.'

She sighed and went to get the Manager who asked me to repeat my request.  
I did so, and he handed me back the 20 pence and said 'We're sorry but we do not do that kind of thing.'

The clerk then proceeded to give me back 80 pence in change.  
Do not confuse the clerks at MacDonald's !!

### IDIOT SIGHTING No2

We had to have the garage door repaired. The GARADOR repairman told us that one of our problems was that we did not have a 'large' enough motor on the opener.

I thought for a moment, and said that we had the largest one GARADOR made at that time, a 1/2 horsepower.

He shook his head and said, 'Lady, you need a 1/4 horsepower.' I responded that 1/2 was larger than 1/4 and he said, 'NOOO, it's not. Four is larger than two...'

We haven't used Garador repair since.

Happened in Moor Park , near Watford .

### IDIOT SIGHTING No3

I live in a semi-rural area. We recently had a new neighbour call the Highways Department to request the removal of the 'DEER CROSSING' sign from our road.

The reason: 'Too many deer are being hit by cars on this stretch of road! I don't think this is a good place for them to be crossing, any more.'

Story from Potters Bar, Hertfordshire.



IDIOT SIGHTING No4

When my husband and I arrived at our local Ford dealer to pick up our car, we were told the keys had been locked in it.

We went to the Service Department and found a mechanic working feverishly to unlock the Driver's door.

As I watched from the passenger side, I instinctively tried the door-handle and discovered that it was unlocked.

'Hey,' I announced to the Fitter/Mechanic, 'it's open!'

His reply: 'I know. I already did that side.'

This was at the Ford dealership in St Albans , Hertfordshire.

STAY ALERT! They walk among us. AND THEY BREED!

\*\*\*\*\*

More Motoring Wit

Please drive carefully. The life you save may owe me money.

Les Dawson

Do you remember the days when it cost more to buy a car than insure it?

George Burns

Mansell is taking it easy, Oh, no he isn't – it's a lap record.

Murray Walker

When a man opens the car door for his wife, it's either a new car or a new wife.

Prince Philip

The model T Ford can be sold in any colour as long as it's black.

Henry Ford

When this sign is under water the road is impassable.

Never drive faster than your guardian angel can fly.

## **New Rules Drag Lorries Into 21st Century**

### Lorries To Be More Environmentally Friendly



The European Commission has proposed new rules that would create a generation of lorries with superior environmental and safety credentials. But how? Today's lorries – like most modern vehicles - must be built within parameters, e.g. Length of cabin. However, the current requirements were set thirty years ago when environmental efficiency and road safety were less prominent issues. The new rules would therefore enable manufacturers to build lorries that satisfy the needs of twenty-first century motorists. As such, their cabins would be longer to create space for curvaceous fronts rather than the current flat concepts. Furthermore, aerodynamic flaps could be fitted to the rears of trailers without breaching length requirements. The European Commission claims these rules would reduce the running costs of typical long-distance lorries over 100,000km by €5,000. These would also produce 7 to 10% less greenhouse gas than current equivalents.

### **European Transport Commissioner Comments**

European Commission Vice-President and Transport Commissioner, Siim Kallas, said: "a brick is the least aerodynamic shape you can imagine - that's why we need to improve the shape of the lorries on our roads". He continued: "These changes make road transport cleaner and safer. They will reduce hauliers' fuel bills and give European manufacturers a head-start in designing the truck of the future - a greener truck for the global market."

## **New Lorries To Improve Road Safety**

The proposed rules would make lorries safer too. Why? Because their curved noses – as well as improving fuel efficiency and cutting carbon emissions - would incorporate crumple zones to disperse energy during collisions.

*These would benefit both lorry drivers and those within the smaller vehicles they collide with. Pedestrians and cyclists should benefit too. As such, those struck by lorries with curved fronts would have a reasonable chance of being brushed to the side away from the vehicles.*

Those hit by today's lorries, in contrast, have a higher probability of being thrown backwards then driven over. The new rules would also give drivers a better view of the road courtesy of larger windscreens. These steps might significantly reduce lorry-related fatalities/injuries.

## **Road Safety Expert Comments**

The European Federation of Road Traffic Victims President, Jeannot Mersch, said: "lorries have an infamous reputation when it comes to road safety, and rightly so. Currently, a frontal crash with a lorry is like hitting a brick wall". The President added: "Design changes to the nose of the lorry cab will help to reduce severe injuries and save hundreds of lives each year. These improvements should be mandated for all lorries as soon as possible."

*(Article submitted by Paul Smith)*



## WHATS ON IN THE NEAR FUTURE

Sunday 5 <sup>th</sup>	Guidance	Sainsbury's Car Park 9.30 am
Wednesday 8 <sup>th</sup>	IAM Driver Skills Day Croft Circuit	
Saturday 11th	Guidance	Sainsbury's Car Park 9.30 a.m.
Thursday 16 May	Social	Club Chesterfield 7.30 p.m.
Tuesday 28 <sup>th</sup> May	Committee Meeting	Chesterfield Library café 7.30 p.m.

### Future Dates:

#### June

Guidance:

Guidance

Committee Meeting

Sunday 2<sup>nd</sup>

Saturday 8<sup>th</sup>

Tuesday 25<sup>th</sup>

