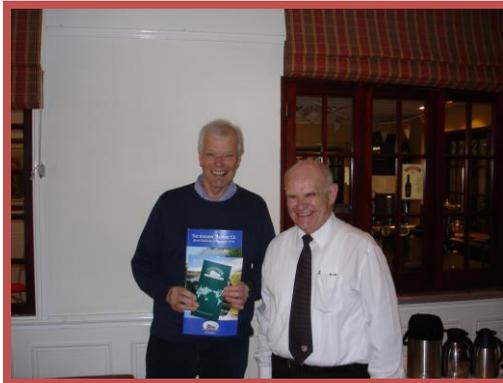


MAY 2014

ISSUE 5/14



CHALLENGE  
*CHESTERFIELD ADVANCED MOTORISTS  
AND MOTORCYCLISTS*  
GROUP NEWSLETTER



facebook

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

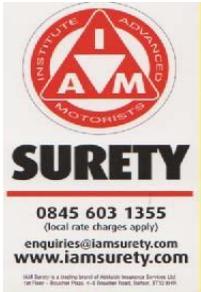
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**DATA PROTECTION ACT**

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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**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**

\*\*\*\*\*

**FRONT COVER PHOTO:**

**Chris Tatlow being presented with his retirement gift, by David Stringer.**

Just a few short paras this month as it has been relatively quiet on the news front ...from the President.



The UK's largest rooftop solar panel has just been fitted to JLR's new engine factory near Wolverhampton. The 21,000 photovoltaic panels will generate more than 30% of the factory's energy needs – let's hope for plenty of sunshine!

Foreign lorry drivers are to be charged up to £10 a day to use our roads from this week (mid April). The 100,000 HGVs make 1.5 million trips to the UK every year and the money raised will go towards the upkeep of our roads, compensating somewhat for the tolls and levies paid by our truck drivers, when abroad.

Vehicle manufacturers have 5 years to comply with a new EU directive making electric powered cars more noisy ensuring safety for the blind.

Dredgers clearing the Somerset Levels have so far plucked 8 cars from one of the rivers – some of them nearly 20 years old. A spokesman said “ they would not pass the MOT!!!!”

Question.....quite a few articles ago I reported on an American system for scanning the road after a RTA, which recorded all the relevant information for future enquiries, so opening the road up quickly. It is obviously not being used over here as time after time the road is closed ALL DAY following an incident.....(M1 South on 18/4/14 to name a recent one). As I recall last year, the M40 was close for TWO DAYS because someone had jumped from a bridge – with obvious results..... We were diverted over 30 miles! Why did it take so long? Answers from you next month please.

Stay safe and happy.

Mike

## **Message from the Chair – Dom Booth**

How's everyone feeling now the warm weather is here? I know how I'm feeling!

Have you heard what's going to make motoring history in October? The tax disc as we know it will no longer need to be displayed in the windscreen. "From October 1st 2014 no vehicle will be required to display a disc in its windscreen. Even valid discs that expire (say) in January 2015 will be superfluous." In my opinion this has been long overdue, mainly because the tax status of any vehicle can be checked in seconds by the Police. With this, it also brings in another rule, you will no longer be able to sell a car with tax, you will have to claim a refund on the remaining months, then the buyer has to re-tax before driving away.

I'll leave you with an extract from an article by 'motoring.co.uk':

### **History Of The Tax Disc In The United Kingdom**

The first tax disc appeared in 1921 as a circular piece of paper with a grey background and black markings. More colourful versions followed in 1923 which incorporated a vertical band of (say) green. These discs were not perforated so motorists had to cut them from their surroundings with scissors or craft knives. Alternatively, some people folded the squares into a round shapes and shoehorned them into their mounts. Perforations followed in 1938 then vanished in 1942. They reappeared in 1952. This gap might have been caused by the destruction of the necessary equipment during World War 2. Furthermore, until this point every disc - irrespective of when it was issued & expired on December 31st. This was a nightmare for the issuers that were inundated with applications over festive periods. Mercifully, from 1961 drivers could pay for a twelve month disc at any point of the year. This coincided with rigorous anti-forging measures that included circular vignettes (designs), bands of colour plus the half-tone background.

([http://www.motoring.co.uk/car-news/new-rules-for-road-tax-from-october-2014\\_61677](http://www.motoring.co.uk/car-news/new-rules-for-road-tax-from-october-2014_61677))

## 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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### Submitted by Shelagh Barber:

A letter to a newspaper:

‘Coming Home’

I came across an old newspaper clipping suggesting songs for motorists travelling at various speeds. It reads, “At 45 mph sing Highways Are Happy Ways. At 55mph sing I’m But A Stranger Here – Heaven is my Home. At 65 mph sing Nearer to my God to Thee, at 75mph sing When The Roll is Called up Yonder I’ll Be There and at 85mph sing Lord, I’m Coming Home.

(W Tulloch, Troon)

## Driving The IAM Style Costs You Money!!

This article is aimed at Mike, our President, as he likes numbers.

Recently we took a short break in Spain and hired myself a car. Sounded a good deal at £20 for the week plus fuel (with fuel as collect full return empty). The cost of the tank of fuel was only £50 but I do not like not using what we had paid for.

When we collected the car it had a full tank which the computer told me was good for 770kms. Not too high a target for a 7 day trip, though we had no major journeys planned. Well after one day I had missed my daily target and the need of a long trip was a serious consideration, pottering around town to the shops had not used up enough.

Our 'major' trip was on an A class road (the RM12) west from San Javier then picking up the RM2 motorway into the foothills of the Sierra Espuna. Quick coffee and cake stop then using the A Class RM603 off towards Murcia, a climb up and over the pass between Murcia and the coastal region taking us on the motorway (limit 120kph) towards Cartagena before diving off on the RM14 back home. The whole journey was, of course, up to the limits but not over, and smooth as far as the roads and a manual will allow (how I enjoyed using my left foot for a change).

Total distance covered 160kms. Fuel available at the start 710kms. Fuel available at the end 720kms all at an average 5.7L/100Kms. So driving, having fun on a good mix of twisty and motorways, I had put fuel back in the tank.

Needless to say after the week I had not used that full tank and it 'cost' me money in unused fuel.

Bob

## **86% 'expect to sail through MoT'**

Some 62% of British drivers fail to put money aside to help with the cost of an MoT and any repairs, a poll revealed.

An incredible 86% of drivers think their car will pass its MoT test first time and without the need for any remedial or service work, research has found.

A further 62% of British drivers fail to put any money aside to help with the cost of an MoT and any repairs that result from the legally required annual test, the poll revealed. The research by Asda Money found that only 7% of drivers think their car will fail its MoT. This is despite figures from VOSA (Vehicle and Operator Services Agency) that show 40% of cars fail the MoT initially.

Younger drivers are more likely to have a car that will fail its MoT as 27% of those in the 20 to 29-year-old age group drive a car that is nine years old or more.

Another cause of MoT failures and unexpected bills is drivers not taking care of their cars and avoiding servicing for fear of being landed with a large bill.

The study found men were more likely to put money aside for servicing than women, but women are prepared to cut back on luxury purchases such as clothes and beauty products to pay for their car's service.

Kirsty Ward, head of Asda Money said: "Paying for an MOT and all the necessary repairs means the cost of running a car can rocket.

"With the recent Asda Mumdex report revealing that 86%5 of mums are worried about the cost of living, drivers need to make sure that they are putting a bit of spare cash aside for their MOT where possible and the potential costs of repairs on top of this.

"There is nothing worse than having a huge bill sprung on you when you least expect it. By taking preventative measures such as regular services as well as replacing the tyres and brake pads, this can avoid the need for a hefty bill after an MOT."

Submitted by Ray.

## A bit of 'Self-Indulgence' here from the Editor

Our youngest son, Howard, was 30 years old last September.

We asked in advance for ideas for a gift, and he came up with a "drive in an "Ariel Atom".

For those of you that don't know by the way, although Howard is no longer a member of the IAM he did pass the IAM test with Chesterfield group when he was 17.

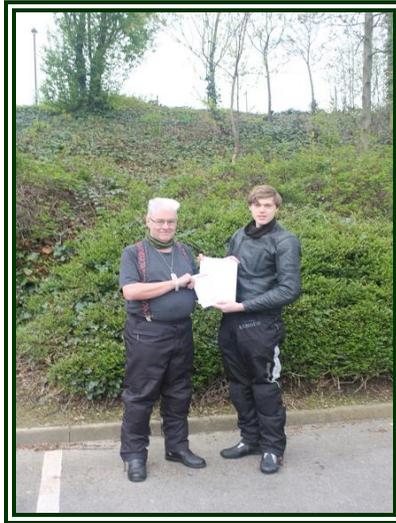
Anyway, we decided to buy him a combined Ferrari/Ariel Atom drive for a bit of variety and he undertook both drives at Castle Donnington in early April.

To cut a long story short, there was registration, and a bit of hanging about waiting for the call to a briefing before the drive. It was incredibly busy there but pretty well organised.



You get to do 3 laps in each, and for reasons which I won't go into, it seems the Atom drive was much more fulfilling than the Ferrari drive.

One of the guys there told us you can hire a Caterham for a whole day there for £500, which seems to be very tempting to both Howard and Bob.



**Matthew Clarke who passed his test on 19 March 2014,  
being presented with his certificate by Ray Parker.**

.....

It can sometimes be a thankless task doing committee jobs. If anyone who reads the Newsletter finds some of the articles not relevant to Chesterfield IAM, I can only apologise. There is a serious lack of articles generally, so sometimes I have to fill in the odd space with something I think might be of interest to readers, and I do try to make sure it is about motoring of some sort. If any of you are unhappy with the content of the Newsletter, then one answer is to put pen to paper yourself **PLEASE!**

Otherwise this publication will be re-named as Ray's Newsletter 😊

The deadline for articles for the June Newsletter will be midnight on Sunday 25 May.



***Congratulations to Brian Darley who passed his test on 22 March 2014.***

***Here he is being presented with his Certificate by his Observer, Jan Creswell.***

+++++

***CHECK LIST***

***Check tyre pressures weekly with a reliable pressure gauge. Always replace the valve cap.***

***Make sure you know the appropriate pressure for your car.***

***Check the tread depth.***

***Check the tyres for damaged sidewalls, cuts and bulges.***

***Never mix radial and crossply tyres on the same axle. Fit all radials or have radials on the rear axle only.***

***Have the wheels balanced when tyres are replaced or refitted.***

## Reversing

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

So let us 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. 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'm not even going to try to put it into words. Talk to your observer about this and he/she will help you out.

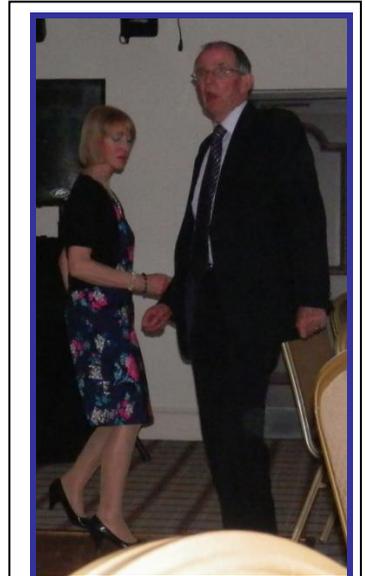
Safe Driving (and parking), Ray



Congratulations to Clare Palmer (ALP/Observer)

and Mark Webster

who married on Tuesday 15<sup>th</sup> April



The European Parliament voted on April 15 to change the regulations for the design of lorry cabs to make lorries safer and more fuel efficient, a move which could potentially save hundreds of lives a year. The decision will need to be approved by the 28 EU member states before it can become law.

### **Lorry danger**

In the EU, 4250 people die a year in lorry-related incidents. In the UK, lorries comprise only 5% of the traffic yet are involved in 18% of cyclists' fatalities and 15% of pedestrian fatalities. Due to the sheer size and weight of lorries, collisions between lorries and vulnerable road users (cyclists, pedestrians and motorcyclists) are more likely to result in fatalities than collisions with smaller vehicles.

The outdated brick-shaped design of lorry cabs creates 'blind spots' around the cab making drivers unable to see cyclists and pedestrians close by. This is particularly dangerous when drivers make manoeuvres, especially left-turns, which can result in the lorry cutting across the path of a cyclist (during the period 2000-2010, 55% of cyclists deaths occurred when lorries made a left-turn). HGVs present a particular threat to road users in urban areas, where they are more likely to intermix with people on foot and on bikes.

Consideration of what drivers can actually see from their high position in lorry cabs has not been factored into EU legislation, allowing the rising of the driver's position to go relatively unchecked. This has led to a reduction in the [direct vision](#) that drivers have of the space around the cab.

### **Safer design**

Under the [proposed regulations](#), lorry manufacturers would be given more design space for the front end of the cab. The larger cab design would allow for bigger windscreens, thus reducing blind spots and increasing visibility. The new cab would have a rounded shape with a 'crumple zone' to prevent cyclists and pedestrians from being knocked under the wheels in the event of a collision.

Lorries would also have a slightly longer nose, which would increase fuel efficiency by improving aerodynamics. Parliament wants these life-saving features to become mandatory for all new lorries by 2022, but lorry manufacturers are lobbying for new designs to be prohibited until 2025 to safeguard what they call 'competitive neutrality'.

### **Other safety features**

In addition to the introduction of bigger windscreens to reduce blind spots, CTC advocates the use of added safety devices such as sensors and alarms, side guards, and external warning signals. CTC's policy briefing on goods vehicles, which can be downloaded from the end of this article, contains further measures that should be implemented to reduce the danger posed by lorries.

### **No to megatrucks**

In March, MEPs on the Transport Committee rejected the proposal to allow cross-border use of longer lorries: so-called 'megatrucks', which campaigners argued would present a serious danger to other road users by creating even bigger blind spots and larger turning angles. MEPs demanded that the Commission properly assesses the impact of longer lorries and report back to Parliament in 2016.

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### **Drivers say potholes out of control (from Ray)**

Research by the Institute of Advanced Motorists found 65% of female drivers and 69% of male drivers are very unhappy with the condition of the roads. Most drivers - 67% - think the pothole problem in the UK is getting out of control and the Government and councils are not doing enough to solve the problem.

The IAM cites a lack of communication between councils and drivers for this situation as a third (34% ) of drivers believe councils are reducing the amount they spend on road maintenance but 60% admit they don't know if budgets are genuinely being cut.

IAM chief executive Simon Best said: "Despite the Government's pothole review, there is a high level of dissatisfaction with the efforts of authorities to keep our roads safe and smooth to drive or ride on.

"The Government need to convince motorists that they have a real cure for the pothole pandemic. This can only be achieved through clear communication on new policies, more sharing of resources, sustained long-term funding and a continued commitment to eradicating the maintenance backlog of crumbling British roads."

# DIARY DATES

## May 2014

<u>Sunday 4<sup>th</sup></u>	<b>Guidance</b>	9.30 am Sainsbury's Car Park
<u>Saturday 10<sup>th</sup></u>	<b>Guidance</b>	9.30 am Sainsbury's Car Park
<u>Thursday 15<sup>TH</sup></u>	<b>Social - Matt Pickard, Derbyshire County Council "Casualty Reduction *Strategy"</b>	Club Chesterfield 7.30 p.m.
<u>Saturday 17<sup>th</sup></u>	<b>Clay Cross Market</b>	Details from Jan
<u>Tuesday 27<sup>th</sup></u>	<b>Committee Meeting</b>	Chesterfield Library Café, 7.30 p.m

## Future Dates – June

**Guidance**  
**Chesterfield Canal Day**

**Sunday 1<sup>st</sup> June , Saturday 7<sup>th</sup> June**  
**Saturday 28<sup>th</sup> June**

## No socials in June, July or August

**July 12<sup>th</sup>      Cutthorpe Gala, midday onwardsC5**