

JUNE 2013

ISSUE 6/13



CHALLENGE
CHESTERFIELD ADVANCED MOTORISTS
GROUP NEWSLETTER



SKID PAN NIGHT – 1 MAY 2013

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REGISTERED CHARITY NUMBER 1017471



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DATA PROTECTION ACT

PLEASE NOTE - Details that members have supplied to the group are held a database for Groups use. If you object to your details being held this way, please inform the Secretary in writing.



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10% DISCOUNT TO IAM MEMBERS
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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



WELCOME TO OUR NEW MEMBERS



Marcus Walker Observer is Jan Creswell

Mark Walker. Observer is Ray Parker

Kevin Hawkins. Observer is Bob Stone

More photos from Skid Pan Night – 1 May 2013

With thanks to Mark Webster for photos



Another mixed bag from the President

If you could not attend May's social evening, then you missed a very informative talk/power point presentation on high speed driving given by Matlock's Secretary (IAM Rosebowl winner) Bill Storey, an ex Class 1 driver and keen motorcyclist. There was far too much to repeat here, but one fact stood out for me concerning stopping distances from high speed.

Imagine you are driving at 70 mph and another vehicle is travelling at 100 mph. If you both do an emergency stop (and every condition is the same for both), when YOU come to a dead stop, the other driver will still be doing 70 mph!! Now that's a very sobering thought, but true.

It is not very often it can be reported that Insurance premiums may be taking a downward turn. Apparently it is all due to a clampdown on bogus "whiplash" claims which over the years have added tens of pounds to our renewal premiums. Let's hope the trend continues.

Driving up to Edinburgh a couple weekends ago, I had to do a "double take" (on the A1, north of Berwick on Tweed) as the National Speed Limit signs actually show 70 instead of the usual black diagonal in a circle. I don't think I have come across this before, but YOU may know differently. Perhaps we could start a regular feature' with photographs possibly, of all the strange or unusual signs we encounter on our roads.

Two such reports come from America and spring to mind.....A roadside sign stating " Do not shoot at this notice".....and an even stranger one seen in a car park reading " Beware, the edges of this notice are sharp" You couldn't make it up.

That's all for now.....Oh!

P.S. Does anyone know where I could obtain a digital decimal point for my milometer 'cos it now reads 100305 and would look better as 10030.5?!!!!

Stay safe and happy

Mike



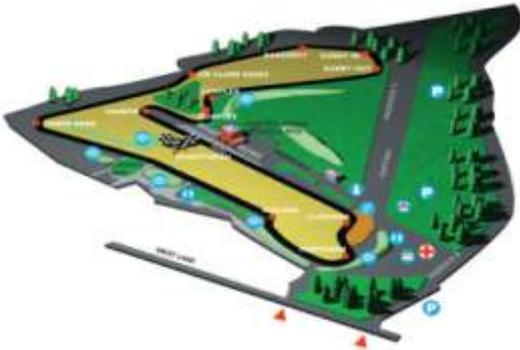
(I think the idea of taking photos of strange or unusual signs is a great idea, so keep a lookout this summer everyone, and submit your pics!
Editor)

IAM Driver Skills Days

Croft Circuit

Thursday 26 September 2013

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



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

the subtleties of your car's handling. You are in a controlled space. The usual hazards associated with the public roads are entirely absent. The setting for Skills Day training is unique.

The experience is invaluable!

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

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

.....***You should be next!***
Try an Alfa Romeo

A selection of Fiat and Alfa Romeo cars are usually available at all IAM Driver Skills Days for you to try.

Croft has all the facilities you could ask for!

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

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

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

All this for an exceptionally low cost!

IAM Driver Skills Day only £129

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

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

Booking form available from Bob Stone.

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

You've not been to a 'skills day'? **Well, for goodness sake go.**

You don't get into your pride-and-joy, which could have a name like purple –peril and set off down the straight with your foot to the floor. Even-though it's held at a race circuit, like Croft, or Silverstone, **it's not a race it's an IAM 'Skills Day'**; Skills being the operative word.

Each day has a structure starting with a safety brief, safety being the IAM's watch-word, and only when you have received your armband saying that you attended the safety briefing, will you be allowed on the tract. Obviously you need a car, licence to drive, and petrol for 100 circuit miles, you also need insurance for the day, which can be obtained from IAM Surety, at a cost for me this year of £15.00. Yes I go and thoroughly enjoy it, for me it's a day not to be missed. **The car also needs to be legal and road worthy and your documents will be checked.**

Driving on a track, I hear you say, is somewhat easier than on our roads. Why? It's obvious - you are all going the same way. There are no dogs, children, pedestrians, traffic-lights or roundabouts, there are also no road markings or road signs. All it takes is getting on and off the circuit. You might think that's a lot less to think about, but it's not. Drivers can still overtake, but never undertake you and you are getting instruction from an IAM Training Team member as you go. You are advised on position, when to brake, accelerate and change gear so that the vehicle always remains stable upon the road. Remember the four CD's, that's all the tyre-rubber you have upon the road at any one time. You can try out different timings for gear change, especially if you are in an Auto.

My Corsa Design 1.4 Auto, likes to change gear going round the corner and if allowed doesn't respond as quickly to acceleration as I would like. That being so you have to brake or accelerate a little earlier than normal. So you see this is the right environment to try these things out, get to know your car and be at one with it. This is especially important if you are a young driver with little experience, or you have just changed your car. Do you know your cars capabilities

and are you driving at one with your machine? Only you know the answer to that question.

A 'Skills Day' is a day that you can build upon year after year it doesn't have to be just a one-time experience. You may change your car, or feel that you could be better at cornering; or if you are thinking of taking your Masters use this as the first stepping stone to that; or perhaps just a fun day out with the family. Therefore it is a day of many uses, and is open to IAM members and to the general public. There are the usual facilities available and you get a free coffee when you arrive and a certificate on completion of the session.

You are now saying what does it cost? The cost is £129.00 very little for what you get and in comparison with other organisations, a lot less.

If you want to know more about IAM 'Skills Days' or to book a place for September the 26th 2013 at the Croft Circuit, go to:

David Stringer RGC4 Tele: 0113 350 8625 Mobile no: 0776 8620 208

Email: david.stringerrgc@iam.org.uk

Now, take a look at what Barbara had to say about her day at Croft, near Darlington, earlier this month.

Jan

IAM Skills Day at Croft Circuit 08th May 2013

I was apprehensive about taking my overly expensive toy (Nissan 370Z) on a race circuit. However, I was persuaded that an IAM skills day would not be like a track day of which I have experience when testing my race saloon. I therefore booked a place on the May date above.

On arrival at the circuit it was almost deserted. The banners on entry guided me to where we were all to meet. This was behind the pits. There I found some instructors and IAM drivers awaiting sign-on. We all signed on and attended a safety briefing. An instructor would be with us all the time we were on track. This was to be in 15 minute sessions, the other 15 minutes to let the car cool down. The instructors were assigned two drivers each to

guide during the morning, there being another session in the afternoon with a different set of drivers.

When we were ready we got into our cars. I edged gingerly out of the pit lane as it is quite blind on exit. Something we were told about at the briefing. The first session I left the car in auto mode, listened to the guidance given and assessed the track and conditions. The advice was on positioning, braking point, turning point, apex and acceleration. The circuit is definitely different in the driver's seat than that seen as a spectator. After discussion with my instructor we decided that the auto gearbox was changing gears at inopportune moments and was therefore not enhancing this experience.

We switched to using paddles for the remainder of the morning. There were enough cars on the circuit to keep you aware but none of the usual obstacles that are met on our roads. This gave us the opportunity to drive smoother and faster than on the highway. I believe I managed to get it right on every part of the circuit, but not all on the same lap! There was some drizzle during the late morning which added another dimension to the drive.

This turned out to be a very enjoyable morning. I learnt much about both the car and my driving and feel more confident about both. It is true to say that on the journey to and from Croft I managed 32 mpg. However, whilst driving around the circuit only managed 13 mpg. This shows how driving style can affect economy.

I was also given the opportunity to take out an Alfa Romeo MiTO. Not a car of choice for me. However, it was again a useful experience. I did not like the "shift" light flashing at me when the car decided I should change up a gear. This appears to be the case on most new cars. I also didn't like the position of the footrest left of the clutch. It seemed to be at pedal height and therefore less relaxing than on my cars. However, the car was quite perky for a small car and drove better than I expected. It was smooth and quiet with little wind or road noise.

I note that there is another trip to Croft in September and I may well visit again as this is a value for money experience and a great way to learn safely.

Barbara

So if you haven't been on an IAM 'Skills Day' for goodness sake go give it a try.

PARAPROSDOKIAN SENTENCES

I want to die peacefully in my sleep, like my grandfather, not screaming and yelling like the passengers in his car.

A bus is a vehicle that runs twice as fast when you are after it as when you are in it.

Light travels faster than sound. This is why some people appear bright until you hear them speak.

Time flies like an arrow; fruit flies like a banana.

Submitted by Selwyn

No Smoke Without Fire on the IAM Website from Graham Richards

Smoking while operating a vehicle is a controversial issue, which yields many mixed opinions. Smoking and driving is currently not illegal, but the fact that the act of doing so may arguably hinder concentration has brought into question whether it should follow in the tracks of the ban on mobile phones operation while driving. Should smoking while driving be made illegal?

IAM are presently featuring an article about this problem.

Go to the website IAM.org.uk near the top and on the right hand side should appear the words: Current Poll – Smoking While Driving.

You are asked to complete a survey . Whereas viewers tend to avoid surveys, this is worth attempting. It is particularly interesting because after completion one can see the percentage response to each of the questions asked.

AND

If you believe that smoking while driving is a problem then spare a thought for women living in Saudi Arabia for they face arrest, and imprisonment if they are caught driving. This is one of a number of other articles on the IAM website worth reading.

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HGV BLIND SPOT

This picture was sent to me by Chris Lake. The blacked out areas represent the blind spot of the driver. So if you are in that area you cannot be seen.

Please give some thoughts to the next lorry driver you come across and give them a bit more space. It's the same when one is going round a roundabout, you might see a nice gap to the right and want to go for the overtake.

Let's not forget his trailer needs more room so don't get caught out.

Safe Driving, Ray.



OBSERVERS CORNER

(Mark Hallam's talk on AD Test.)

The Observers corner is a new feature and will be with you each month, **PLEASE**, read it. There is going to be vital information, both from IAM and Group given out this way during the year and as Observers, if you wish to be informed you need to read it. It's as simple as that.

We were told in detail by Mark Hallam, one of the IAM Examiners, what he requires when an associate comes before him for the Advanced Driving test. Mark has had eight years experience as a Class 1, police driver, he is also an ADI. Bare these points in mind when you are training your Associate.

All documents **MUST** be produced before the test. If not this is an immediate FAIL.

Cockpit check - details of the vehicle should be given, size of engine, gears and any other features it has. Do you know your car? He also likes a tidy car, in other words clean, both inside and out, with everything put away in the boot if necessary. 'A tidy car means tidy driving'.

Commentary – he is looking for a full commentary, this means ALL the time. It is difficult, train yourself to be able to do this, but a drive with comments is acceptable as long as 10 minutes of full commentary can be given.

Included should be, road signs, white lines, cross views, use of mirror both left and right, as well as seeing the hazard early and knowing what do.

IPSGA – we as observers should know all about it. So for goodness sake tell your associates in detail. Reinforce this each session as necessary, but make quite sure that they understand it and are able to talk about it if asked to do so. IPSGA should be used throughout the drive.

Mirrors – Always check your mirrors when changing course or speed. There are mirrors on both sides of the vehicle, so make sure that they are used and incorporated into the commentary.

STOP sign – If it says stop then we must stop. This is an order sign, so obey it, as it is a common point of failure on test.

Positioning - NEVER sacrifice safety for position. Mark is happy for bends to be trimmed, but only if there are no other road users around.

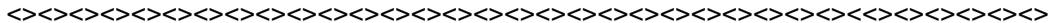
Gears – ‘gears are to go, brakes are to slow’. Correct use of gears on steep descents or ascents is important. The Auto driver should demonstrate the complete use of the gearbox, including any manual over-ride facility. Set the speed and gear before the bend.

Braking – only brake once on the approach to a hazard. Not brake, gear, brake. No comfort-braking get it right the first time.

Steering – Feed the steering wheel through the fingers at all times. We do not use one handed steering.

As Observers you always knew what was required for the AD test, Mark has now reaffirmed it, so go out there and tell the Associate. Mark will be back later on this year to give you more some useful information.

Jan



CONGRATULATIONS

***CATHERINE SHARPE PASSED
HER TEST ON 26 MARCH 2013.
HER OBSERVER
WAS JAN CRESWELL***



Dangerous Motorists Legally Entitled To Drive,

submitted by Paul Smith

Some motorists with twelve or more penalty points are still legally entitled to drive.

Over eight thousand motorists with twelve or more penalty points are legally entitled to drive, the Institute of Advanced Motorists has reported. This is confusing. The law, after all, states that drivers can be banned if they build-up twelve points (or more) within three years. These could consist of (say) three for speeding and three for using vehicles with defective tyres, etc. This totting-up system allows for a fair number of minor errors but theoretically punishes consistent offenders. Furthermore, newly qualified drivers can be banned if they receive six points over three years. However, some motorists are effectively forgiven if they prove that losing their licences would cause them or their immediate families exceptional hardship. This is subjective, but motorists might be treated leniently if they require their vehicles for work or to look after elderly/sick relatives. And it seems that men are most likely to use these excuses. As such, more than two-thousand have more than twelve points compared to about three-hundred and fifty women. Furthermore, only two of the top thirty-four point collectors – and fourteen of the top ninety-nine – are female. The most prolific is a male with thirty-six points in total.

IAM Chief Executive Discusses Road Safety

The Institute of Advanced Motorist's Chief Executive, Simon Best, said: "Law abiding drivers will be shocked that so many drivers are on the road who have more than twelve points. The totting-up principle is supposed to give a simple four strikes and you are out message. Anything more than this should be a disqualification - unless there are the most exceptional circumstances." The road safety expert continued: "There must be tighter practice in courts and at the DVLA to take these motorists off the road or ensure they take a driver retraining course to help them break their points habit."

FOXY Lady Drivers Club Director Discusses Road Safety

The Managing Director of FOXY Lady Drivers Club, Steph Savill, added: "For most motorists collecting points is expensive, embarrassing and potentially highly stressful. But they make us more vigilant drivers. The relative few who collect twelve points in a fairly short period of time must be either ignorant or contemptuous of the rules of the road."

They are getting away with it because the courts seem unwilling to play the disqualification cards they hold." She added: "There may even be a case for making serial point scorers re-sit the theory and practical driving test before their licence is reinstated."

*Article By Stephen Turvil
Mon, 13 May 2013*

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Crofton, skidpan training tinged with sadness.

It was with deep sadness that I arranged the visit to the skidpan at Crofton on Wednesday 1st May, as this was to be our very last visit. The West Yorkshire Police are being relocated and they will not have the same facilities; budget cuts and shortages of money are always sited for this. We met as usual bottom side of the Town Hall in Chesterfield, using as few cars as possible, for the number who were attending. It was a good run up there, the traffic was light and we all arrived in plenty of time for the session: including Carl who arriving from the north. It followed the same format as usual, a chat and then off round the cones for a trial skid, followed by another lap.

After everyone but me had had their turn, (don't forget that I was not able to see, just having had Cataracts removed from both eyes), it was time for the speed and time trial. It is speed, but with ten second penalties for hitting a cone etc. They lined up, the course was set and it was off to the clock. Catherine and Ann Sharp were suffering from jetlag, but at least managed to keep their eyes open: they had just arrived back from Australia that morning. Some of the scores were quite close and it was decided that the two best men should go against the two best women to get a winner, but first they had to have their bit of fun at my expense. I had to do two laps, 'as blind as a bat', with one of the police instructors telling me where to turn the wheel. Yes, I admit to going the wrong way round the cones on both laps but so what; it caused a lot of laughter and I enjoyed every second of it. That was one occasion when I had to have complete faith in the person sitting next to me; well at least it was a policeman, Alex Ellwood, and I thank him very much for that.

Scores so far:

Mark	50.80	Helen	57.30
Dom	52.20	Alex	1.02.00 penalty
Ray	53.00	Clare	1.05.00
Colin	53.50	Catherine	1.17.00
Bob	56.60	Ann	1.37.00 penalty
Carl	56.80 penalty		

Clare, Helen, Dom, and Mark were the fastest four; of these four Mark and Helen are Associates with the group, but who was going to be the overall winner and end up with bragging rights? Competition all of a sudden was fierce, it was close, but yet again Dom came out as the overall winner, congratulations.

Dom	46.37	Helen	47.81
Mark	46.51	Clare	52.56

Congratulations to you all for your performance; it was a great evening with much fun and laughter, but at the same time had a very serious side to it. I hope that you will all have taken away something positive from it and now understand a little more about what to do if you get into a skid.

We always make a donation to the charity that the police are supporting during the year. This time we raised £120, and it goes to a charity dealing with infant death and death at birth, a very worthwhile cause. I would like to thank Alex Ellwood and Paul Ward for their help during the evening, and the West Yorkshire Police for allowing us to use their facilities both on this occasion and over the past years. We have always had a great time and the IAM Associates have learned much from these evenings, so it is with sadness that we see them come to an end. Thank you again for everything.

Jan

Joke Corner 😊

More little gems

"On my way to work this morning, I noticed the man driving next to me was texting whilst driving.

Knowing how dangerous that can be, I promptly rolled down my window and threw my beer at him."

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Traffic Wardens are being really complimentary these days. I parked up on a double yellow the other day, and when I got back, there was a bit of paper on the window that said "Parking Fine."

So that was nice of them.

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An oldie but a goodie!

A motorist is speeding down a country lane when he hits a duck crossing the road. He screeches to a halt and feeling really guilty goes back, the duck's laying lifeless in the road so he decides to take it to the local vet to see if anything can be done.

He rushes into the vet and lays the duck on the table, 'Can you do anything?' he asks.

The vet looks at the duck and, shaking his head says, 'Looks pretty dead to me.'

'Are you sure?' asks the motorist starting to feel really bad.

'Well, I've been a vet for over 30 years so I think I know a dead duck when I see one, and that's a dead duck.'

'Well, I can't believe it,' cries the driver, 'I want another opinion.'

The vet shrugs and leaves, a couple of minutes later he comes back in with a Labrador. The dog climbs up on the table, sniffs the duck up and down, turns to the vet, whines quietly, shakes his head and leaves.

'There you go,' says the vet, 'a dead duck.'

'No, you can't expect me to believe that, I want another opinion,' says the driver.

'OK, you're the boss,' says the vet and leaves again. This time he comes back with a tabby cat. The cat jumps up on the table, sniffs the duck up and down, licks it, sniffs it up and down again, turns to the vet, meows quietly shakes his head and leaves.

'Well,' says the vet, 'I would say that's conclusively a dead duck.'

'Alright, I don't like it but I'll have to accept it,' says the motorist, 'Give me your bill and I'll be on my way.'

The vet goes over to his computer, prints out the bill, and hands it to the driver.

'What!' yells the driver, , 'A hundred and fifty quid just to tell me the duck's dead!'

'Well,' says the vet, 'I would only have cost you a tenner but you did insist on the Lab report and the cat scan.....'





WHATS ON IN THE NEAR FUTURE

JUNE 2013

Sunday 2 nd June	Guidance	Sainsbury's Car Park, 9.30
Saturday 8th June	Guidance	Sainsbury's car Park 9.30 a.m.
Tuesday 25 TH	Committee Meeting	7.30 p.m. Chesterfield Library Café

Future Events:

Sunday 7 July

Saturday 13th July

Saturday 13th July

30 July

Guidance

Guidance

Cutthorpe Gala – 2 P.M.

Main Road, S42 7AJ

Committee Meeting

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