

JUNE 2014

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CHALLENGE
CHESTERFIELD ADVANCED MOTORISTS
GROUP NEWSLETTER

facebook



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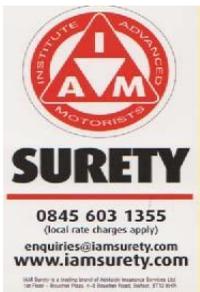
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DATA PROTECTION ACT

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



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ASSOCIATE MEMBERS –

PLEASE attend the forthcoming Sunday &/or Saturday guidance sessions at the **SAINSBURYS CAR PARK** as listed in 'What's On'.

If this causes any difficulty, please contact **Ray Parker** on **01246 206959** so that other arrangements can be made. New joiners are welcome to come along at anytime during the morning for a free assessment drive, or you can phone Ray to arrange a drive at any suitable time.

It is a fundamental part of your on-going training that you attend at least one, if not both of the guidance sessions each month. So please try to attend.

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

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DEADLINE FOR ARTICLES FOR THE JULY NEWSLETTER

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MIDNIGHT ON SUNDAY 22ND JUNE

Happy birthday Mini.....and more .
..... from the President



The much loved Mini is 55 this year and has been named as Britain's all time favourite car, following a survey of readers of the longest running motoring magazine Autocar, founded in 1895. It was originally called the "10ft square box", but stars like Peter Sellers and Twiggy the later all the Beatles soon made this car "classless".

The list of runners up is impressive, second place goes to the McLaren F1 Supercar, the Jaguar E Type next and in fourth place, the everlasting Range Rover.

Since the Mini's birth in 1959, total sales are approaching SEVEN MILLION and the marque seems to show no signs of slowing down, but what a pity it is no longer British owned although BMW have kept it well alive, as sales show.

Some of us remember the Morris Mini and the Austin Seven Mini back in 1959. The differences were tiny – the Morris had an electric petrol pump, the Austin a mechanical one, and the badges were obviously not the same, but that was about all. I enviously remember a student colleague of mine had a rich daddy who bought him a new 1960 Minivan at the princely sum of £365. [No purchase tax, as it was then to pay unless you had side rear windows fitted]. I wonder what a good 1960 Minivan is worth now?

Now for something completely different.....If you are free on June 22nd and it is a nice day, try to visit Thoresby Hall as there will be a feast of Jaguar cars on parade as the whole hotel and grounds are taken over by Jags of all ages – should be a day to remember. On the day, an RAF Spitfire flypast, Knights of Nottingham jousting, Jazz bands, Trade stands and demonstrations, cars for sale, concourse presentations – and much, much more. Hope to see you there.

That's all for now folks.....stay safe and happy.

Mike.

Hi All!

What've you all been doing in the sun recently? Anything driving related?

If my plans from earlier in the year had gone as intended I would now be on my way to Italy! Never mind though, we will definitely be trying again next year!

Something that came to mind recently is automatic headlights, do they actually work? A few months ago, at a social evening, one member who uses their auto lights drove out of the car park. As they did I noticed their fog lights were on, which leads to the question, does the function actually work? Which leads to other questions, such as, would you be prosecuted for having fog lights on if the car had decided you needed them? And how on earth did we manage before? I'll leave those questions to you to answer and send to our editor.

Dom



Congratulations to Dom Booth who recently passed his ROSPA test.

Bad parking costs British drivers £1bn per year (FROM CHRIS LAKE)

Parking is a major problem for thousands of motorists in the UK, with mistakes made during this process causing damage worth a total of £1 billion a year.

New findings by Churchill Insurance, which commissioned Opinium to conduct a poll of 2,002 people, showed a fifth of all drivers on the UK's roads do their best to avoid parallel parking at any time, while 17% will not attempt it if other motorists are watching.

Perhaps of most concern is the fact one in six (16%) have caused damage to another car during an attempt to park at some point in the last year. This is resulting in hefty repair bills having to be paid and plenty of claims on comprehensive car insurance policies.

The most common trend is for bump parking, which is when drivers shunt into another car that is alongside them. This option also refers to people who allow their vehicle to bump into the curb in order to get it in a space.

Other actions that go against the rulebook include parking in a parent and child space despite not having a child - something 10% of respondents admitted to. In addition, 9% said they had parked on double yellow lines.

Some 6% of those who answered the survey confessed to parking in the middle of two spaces and 5% held their hands up to leaving their car in a disabled bay without having a blue badge that is required to park there.

Steve Barrett, Head of Churchill Car Insurance, said: "It could be down to a lack of confidence behind the wheel, or it could be that cars have got bigger and roads have become more congested, but for some reason motorists seem to be struggling with parking their cars. So-called bump parking might seem easier at the time, but if it results in some damage to their car, motorists could end up counting the cost later."

Of those people who bump parked their car last year and footed the bill for the damage themselves, the average payout was £328, emphasising just how costly this option can be. What's more, those who are on the receiving end of bump parking can also be left facing a hefty invoice.

While parallel parking is a concern for some, 11% of people also avoid parking in multi-storey car parks because of fears over how they will get their motor into one of the spaces. One in 12 (8%) even try to make sure they never park in the dark.

When it comes to people in particular areas bump parking, Churchill Insurance named London as the worst place for this phenomenon, with 26% of respondents there admitting to doing it. It was followed by Yorkshire and Humber (25%), the West Midlands (18%) and the north-west (17%).

At the other end of the scale, those in Scotland were named as the least likely to bump park, with only 11% of people north of the border confessing to doing so. Wales and the south-east (both 12%) also performed well.

From Yvonne, Editor

Following on from Chris's article above, maybe some of you have seen the recent report in newspapers that South Korea had introduced wider parking places - "She spots" – or as one newspaper called them "Girly parking spaces". Eeeeekkkkkk!



Many years ago I started backing into parking spots instead of driving into them because it is so much easier to drive straight out. When I worked in town and my place of work had a particularly 'tight' car park, this was especially useful! One particular male colleague, (a Social Worker) if he happened to be in the car park at the time, would stand and watch me and when I had successfully completed my manoeuvre, would give me the slow handclap, and then say "Well done babe". I might add he was a lovely bloke and did both things on purpose because he knew it would wind me up!

'Dense drivers prove they're not fit to pilot a car when fog stops play'

Iain Dooley believes that drivers who charge ahead in fog on motorways must have special superpowers to see through the dense mist.

It's not every day I champion the act of ambling along at 40 miles an hour in lane one of a motorway, but it's probably the smartest thing to do when you can't see very much. Granted, there are times when even 40mph might be a little too fast, but it's a nice round figure and, for context, is almost half the national speed limit.

While it's true to that such a speed is possibly yawn-inducing when you're used to a faster pace, there's nothing like seeing someone hurtle past you to make you check you haven't left the handbrake on. Did I say it was foggy?

There have been mercifully few fog related accidents on our motorways in recent years, but one is usually too many in my book. Judging by a recent experience when visibility was in double digits – couldn't see from one 100 yard marker board to the next – luck appears to have more to do with that situation than skill.

“Your anti-lock brakes will pull you up in time. Assuming you spot that barely-lit truck up ahead.”

It's the same old story: complacent drivers cocooned in cars equipped with all the latest safety gadgets thinking they're invincible. Ordinarily powerful xenon headlamps are rendered useless in such conditions, turning the road ahead into a mass of fluffy cotton wool clouds, thus making the situation even worse.

Still, at least your fancy-pants anti-lock brakes will pull you up in time. Assuming you spot that barely-lit truck up ahead, that is.

And that's the problem. The human nut holding the wheel is no more advanced than when it was holding a club and chasing wild animals around the countryside in search of a square meal. Yet, strangely, we think we can carry on as normal regardless of the road conditions.

Did a radioactive spider bite these people or did a lump of green rock fall out of the sky and hit them on the head? In a nutshell, what special powers do these people have? Unless you count stupidity as a new superhero attribute, the answer, of course, is none.

And it's the same situation when rainfall on the motorway reaches biblical proportions. Now, this is where putting your lights on really would be a good idea. It's a pity that light bulb moment appears to be experienced by so few people. Just remember this: it's not for your benefit, it's so other people can see you.

My point? Sorry, I don't have one. I just needed to get that off my chest. If we're not indicating or leaving enough room, we're ploughing on with no consideration for changing weather conditions. As a driving community at what point did we become so selfish and inconsiderate?

By Iain Dooley (Submitted by Ray Parker)

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Star-shaped road marking sparks confusion in Dagenham



A bizarre star-shaped road marking at the junction of Gale Street, Rugby Road and Ivy House Road in Dagenham, Essex, has been removed after road users complained that it was "confusing" and "distracting".

The bright yellow 12-point daubing was initially placed on the busy junction by DIY Porter's Lodge - a local community led street redesign project – with an aim to slow traffic down and draw driver's attention to the problem hotspot.

Funding was provided by Transport for London through the Barking and Dagenham Council's Local Implementation funding programme. According to the team behind the project, the star was painted on Friday May 2 but was removed just a few days later following complaints from road users. The local council soon replaced it with conventional junction markings.



"Regular users of this junction will know who has the right of way - that's if it's still as it was before - but others won't know. The general consensus on my news feed is that no one has got a clue!" one Facebook user said on Barking and Dagenham Post's Facebook page.

A spokesperson from the DIY Porter's Lodge project said: "In the designs that were taken to all the other community meetings with residents and discussions with the Council Highways department, the star developed as a great way to slow down traffic.

"The star is designed to increase drivers' awareness of the surroundings and to slow traffic speeds. Because it is non-standard, unfamiliar and allows pedestrians and cyclists to gain confidence when crossing to the park and shops it achieves the aim of slowing down traffic."

(Submitted by Ray)

From Peter Soul, Thames Valley IAM (March 2014)

I am a simple physicist. What I mean is that I often think in terms of simple physics – school physics, if you like – when trying to understand (for myself) or explain (to you) some phenomenon or other. University-level physics seems much less helpful for this purpose, but fortunately much of my school physics and maths has stayed in my head, for half a century and more.

Here's an example of a physics topic in which nothing has changed over the years (how could it have?) to disturb my simple view of how it works: evaporation. Any pool or layer of liquid, such as water, evaporates continuously from its surface, at a rate that increases with its temperature (until it actually boils). At the same time the invisible water vapour in the air can condense out to form visible clouds, or to appear on cool surfaces (or to return to the liquid, of course). There's a limit to how much vapour the air can hold, and if it is exceeded then the vapour *must* condense out. The limit goes up with the temperature of the air, however.

Don't worry if you haven't fully grasped this, but it's consistent with the fact that in all my previous cars (the last being a Toyota Corolla) I could direct warm air from the heater on to the windscreen in order to remove condensation (or to defrost the outside) whenever needed: it is fairly obvious from the last paragraph that air that is warm will demist a windscreen fastest, especially if the glass is heating up too.

If you own a modern car, you might be able to guess what's coming. The first time (last autumn) that I needed to clear the windscreen of my recently acquired VW Golf, I turned the knob to the screen position – and the air-conditioning automatically came on! Nor could I switch it off. The next surprise was that the glass demisted almost immediately. The driver's manual, so detailed in other respects, didn't even hint at this apparent change to basic motoring physics, which presumably occurred sometime between 1997 (the year of the Corolla) and 2010 (that of the Golf). In short, *cold air now clears a misted-up windscreen faster.*

I needed to investigate this. It turned out that my simple understanding of moisture in the air was still correct: I just wasn't applying it far enough back into the ventilation system. On a cold morning the windscreen is foggy because the day before, the air inside was warm and held much more vapour, which mostly condensed out overnight (and you don't improve things yourself after getting in, by breathing out moist air). What I appreciate now is that because the *incoming* air has cooled down even further in passing through the Golf air-con unit, it has had to give up virtually all of its moisture.

That's what makes the difference: when this air blows across the windscreen, it is extra dry. It has also lost its chill a bit in coming through the ducts, so it not only absorbs condensation from the screen effectively, but also doesn't deposit any at the same time. And it's having a further beneficial effect in drying the air throughout the car, discouraging misting on all the glass.

Naturally, the fogging-up problem should go away altogether once the interior has warmed up (as long as a reasonable flow of air is coming in). But here I find myself wanting to complain mildly about my Golf. Firstly, why does it take some miles for the engine to reach full temperature, according to the gauge? Secondly, if the windscreen needs defrosting before I can drive off then there's a double annoyance: a low tick-over speed (hence a long time to wait for warm air), and also my having to remember *not* to turn the knob exactly to the screen position, as this brings on the air-conditioning!

Which reminds me of another thing: as well as this knob there are the usual other two alongside, for heat level and fan speed. But each knob is round, not pointed, so you're obliged to look down at the little red marker-dot on the edge of the knob: you can't tell where it's set to by feel. This matters most with the first knob (direction of flow), so I've contrived to give it a 'point' by clamping a thin cable-tie round it and aligning the joint with the dot. But how is it that a car can irritate like this, still, after being developed for decades and manufactured in millions?

I'm sorry – I shouldn't be attempting to entertain you with my Golf problems (unless you own one yourself?). But let me just mention one other 'advance' in the heating system, in comparison to all my other cars: in those, the heat-level knob (or slider or whatever) directly controlled the temperature of the air coming out of the vents: perfect! Whereas in the Golf, the knob controls a thermostat.

So if I turn it a notch in order to be a bit warmer, a blast of hot air comes from the vents until the interior temperature has risen. Conversely, if I want to lower this a little ... well, you can guess. Actually, what I miss most from the Corolla is being able to toast my feet and cool my face simultaneously: one of the face-vents always delivered air direct from the outside. In the Golf, perversely, if my feet are sitting comfortably then my head overheats, and if instead I have cold air coming from the face-vents it chills the footwell. (This is simple physics again, of course: warm air rises and cool air sinks.)

Even so, I wouldn't swap this car for another. Because of the slightly smaller engine, both the insurance and the tax are less than for the old Corolla, even though the Golf has far more power and acceleration – not to mention a superb 7-forward-gear automatic box.

Roundabouts



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

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

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

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

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

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

Safe Driving

Ray Parker
Guidance Officer

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

Announcement

Some of you may know that Ray's wife, Beryl, has been poorly for some time.

At the May Committee Meeting, Ray announced that he was stepping down from all of his IAM posts, in order that he can devote his time fully to Beryl. The Committee reluctantly, but with their understanding of his personal circumstances, accepted Ray's resignation, at the same time giving thanks for all that Ray has done for the group in the past.



BITS AND PIECES

1. **Classic Car and Bike Show at Renishaw Hall – (see diary) – This is an event we usually attend, so if you can spare an hour or so, please come along. It is an interesting event in any case. From 3 p.m. on Wednesday 11th June.**
2. **As from September 18th, our Social Nights will be held at St Thomas's Church Centre, Chatsworth Road, Chesterfield, so please make a note of the new venue. There will be the usual 'Raffle', (donations for prizes welcome), and tea and coffee will be available at a small charge. There is a car park at the rear of the church.**
3. **Some members recently attended an event at Chesterfield Motorcycles Clay Cross. CMC Clay Cross have advised us that we are very welcome to attend any future events they hold.**
4. **Other Events which may be of interest.**

June 22nd – Saturday 28th	Thoresby Hall Jaguar Parade Chesterfield Canal Day
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Diary Dates

JUNE 2014

Sunday 1 st	Guidance	Sainsbury's Car Park. 9.30 am
Saturday 8 th	Guidance	Sainsbury's Car Park, 9.30 a.m
Wednesday 11 th	Renishaw Classic Car and Bike Show	Renishaw Hall from 3 P.M. <u>Help needed to man our 'stall'</u>
Tuesday 24 th	Committee Meeting	7.30 PM Chesterfield Library Cafe

Future events:

July:

Guidance: Sunday 6th, Saturday 12th

Committee Meeting Tuesday 29th