

JULY 2014

ISSUE 7/14



CHALLENGE
CHESTERFIELD ADVANCED MOTORISTS
AND MOTORCYCLISTS

GROUP NEWSLETTER



Renishaw Classic Car and Bike Show 2014



GROUP CONTACT: BOB STONE 01246 568894

COMMITTEE MEMBERS AND CONTACTS

PRESIDENT	MIKE DICKERSON	01246 292144
CHAIRMAN	DOMINIC BOOTH	0782 1464483
HON. SECRETARY	BOB STONE	01246 568894
TREASURER	JEFF SNAPE	01246 567058
<u>GUIDANCE OFFICER</u>	<u>VACANT</u>	-
OBSERVER TRAINING OFFICER	JAN CRESWELL	07895 038538
PRO	JAN CRESWELL	07895 038538
WEB MASTER	DOMINIC BOOTH	0782 1464483
SOCIAL SECRETARY	CHRIS LAKE	01246 855508
MEMBERSHIP SECRETARY	MAYNARD STEPHENS	01246 235074
ASSOCIATE LIAISON PERSON (ALP)	CLARE WEBSTER	07973 695310

E-Mail Contacts

OBSERVER TRAINING OFFICER	jaygee.176@gmail.com
HON.SECRETARY	robjstone@aol.com
<u>GUIDANCE OFFICER</u>	<u>VACANT</u>
GROUP	iamchesterfield@gmail.com
ALP	iam.chesterfield@yahoo.co.uk
EDITOR	ymstone@aol.com

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

+++++

iam.chesterfield@gmail.com

REGISTERED CHARITY NUMBER 1017471

GROUP WEB SITE: www.chesterfield-iam.org.uk

As if we didn't know..... From the President

Recent research has clinically shown something most drivers have known for a long time – any distraction causes an increase in reaction time. Figures quoted show that an undistracted driver typically reacts in one second but on the drink/drive limit this is increased by 13%, using cannabis 21%, hands free phone 27%, texting 37% and using a hand held phone 46%!

At 30 mph a vehicle covers 44 feet per second – the hand held phone driver needs 20 feet extra (approx 6 metres), at 70mph an extra 50 feet (approx 15 metres) is used up in reaction time.

Some strange, but true, facts.....A Boeing 747 travels 800 metres on one litre of fuel. As it carries 500 passengers it is more fuel efficient than most cars! The longest train in the world was 7350 metres long, it had eight engines and 682 waggons.

Maglev trains have no wheels – they are suspended above a rail by magnetic force.

Since 1977, the unmanned spaceships Voyager 1 and 2 have been heading into outer space carrying a message for any aliens they may meet!

There are 170,000K of human junk on the moon including abandoned and crashed spaceships, 2 golf balls, and the most expensive car ever built – the Lunar Rover!

More number facts (are you there Bob?)

a) $12+3-4+5+67+8+9 = 100$

b) $1+2+34-5+67-8+9 = 100$

c) A Googol is 10 to the power of 100, which is 1 followed by 100 zeros (this is larger than any number that needs to be counted).

Couldn't finish this month without mentioning the enormous contribution that Ray Parker has made to our Group over many years - we hope his absence will be brief as Beryl's health improves very soon. All I need to say is "Thank you Ray"

Stay safe and happy

Mike

2014 'Motoring Milestones' – Part 1 From Dom Booth, Chairman

How's the summer for you been? The last month has been great with work, awesome weather for enjoyable drives, and met some wonderful people. For the next few newsletters I'm going to write about some of 2014's milestones in motoring.

Over 100 years ago, (110 to be exact!), a new law came into force called "the Motor Car Act", what this required was that every car MUST display a registration plate for traceability purposes. The first plate ever issued was in London, simply, "A1". I wonder what that plate is worth today? Anyone know?

I leave you with some of the legislation on number plates, surprisingly it's not well known: The maximum fine for having illegal number plates on your vehicle is £1000, not a small sum!

Flags and icons on the left hand side of the plate, you can only have the approved flags, Union Flag, St George Cross, etc. Some plate manufacturers believe that you can use a car logo on the plate, unfortunately you can't.

If you have the number plate AA59 ABC, it must be spaced like that with the space in the correct place. You can't have AA5 9ABC, or AA59ABC, or AA59A BC, or face a £1000 fine.

What do the letters and numbers mean? Unless it's a personal plate, in which case this doesn't apply, the following applies.

AA – Local identifier, used to show where the car was registered
59 – Age of the vehicle
ABC – Random letters

'Road rage' is an increasingly dangerous phenomenon, but is it a genuine condition or just an excuse for over-aggressive people with little or no self-control? Are there early signs of this behaviour, and if so, what can you do to stop your temper boiling over?

These are questions that psychologist Dr Joyce Brothers can answer. She has studied road rage and other means of expressing anger and explains that even the smallest thing can cause the red mist to descend on normally sedate individuals.

"Road rage has the potential to make tigers out of pussy cats. It's a sudden break in the driver's perception of what's happening, an unjustified over-reaction to a situation that in hindsight is a rather small personal space infraction," she says.

So much for testosterone-filled men, but surely road rage can also affect women? Dr Brothers agrees, but points out that the sexes react to different triggers, based on their primal instincts.

"Men and women have different road rage triggers. Men perceive the vehicle as a safe zone, a metal protection shell that shields them from the outside world," she says.

"Much like an animal protects its domain, violating a personal space sets off something that turns an otherwise normal, 'nice guy next door' person into a tiger. When this happens, men are at the same mental level as an ape - a being who protects his space at all costs.

"Women, on the other hand, have lists. They like order and structure, and their lists can be long and over-ambitious. When they start running out of time, their list deteriorates and so does their ability to react logically to dangerous driving situation.

"Road rage can be controlled by recognising what sets you off and then considering alternatives. One can encounter a dangerous situation and still remain in control."

Keep your cool

Next time you feel your blood rising when someone cuts you up or doesn't signal, try to remember these six points to stop yourself becoming a raving road rager:

1. Allow plenty of time for your trip. A 12-mile trip at 35mph in a 40mph zone will take you about 20 minutes. The same trip at 45mph is 16 minutes. So really all you're saving by driving too fast is the time it takes to wait at two sets of traffic lights. Speeding isn't worth the added aggravation, the extra danger to other road users or the risk of points on your licence.

2. Be considerate of others and drive defensively. The golden rule is 'do unto others as you would have them do unto you'. It may be an old cliché, but psychologically it is a powerful mental 'stop and reconsider' measure.

3. Don't stand on principle. You might be in the right, but you might be wrong - either way, is it really that important? Be big enough not to become obsessed with blame.

4. If the situation gets tense, avoid eye contact. Apes understand that eye contact leads to confrontation (just think what happens when boxers try to stare each other down before a fight) - we could learn a lot from them.

5. Watch your speed. There's nothing wrong with enjoying your driving, but before you get carried away, remind yourself that a vehicle is a dangerous weapon. The law of physics is unforgiving - speed plus mass is a potentially lethal combination.

6. Keep lists and appointments reasonable. If you can, prioritise your day's schedule and factor in delays beyond your control. Realise that if you do run behind schedule it's not the end of the world.

Ray

IAM Driver Skills Days

Croft Circuit

Tuesday 26th August 2014

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 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

Booking opens on Tuesday 24th June 2014 at 10 am.

Just call IAM Support on 0208 996 9600 or 0845 126 8600

SKILLS FOR LIFE, OR LIFE OF SKILLS?

Quick quiz: what have a canal boat, a game of chess, household bills and shopping in Meadowhall got to do with the IAM? When most of us in the IAM talk of looking ahead it is usually with a reference to the road and your driving, but what if that 'Skills For Life' package we paid for could be applied to the broader spectrum of modern day life... then we have just doubled the package value with one thought.

We should be able to enjoy the drive, not just the destination; we should be able to look out for hazards that would have cost us time and money; we should be prepared for holdups and a change of direction along the way, but am I still talking about motoring?

Let me explain the analogy driving around in my head and then look at ways you can apply the skills. Even before the day begins do you think about what tomorrow's plans are and what you will need, i.e. have you mapped the journey and allowed time to fit it all in. We shouldn't be in a rush on the road and likewise we don't want to be rushing around in life trying to fit everything in to our day without appreciating it, take the time to enjoy what you do. Before you set off on your day's journey have you been POWDERY with yourself?

P - Porridge/breakfast is our fuel for the day, maybe needing a refill later. Is it a big energetic day, do you need to fill your tank more.

O - Organisation is the stuff that keeps our day flowing smoothly and avoids us grinding to a halt with too much pressure.

W - Water is even more important to us than our cars, never underestimate dehydration and keep yourself topped up (take a fresh bottle in the car if you are out for a while, especially in summer)

D - Damage/drowsiness can be a problem if you've not properly rested the night before. If you have any other injuries, know them, accept them and adapt.

E - Electricity, are you mentally charged up for the day, fired up raring to go, and got your mobiles and other gadgets powered too these days.

R - Rubber tread and right shoes apply to us too, especially if you're stood up a lot or out and about during the day, respect your feet.

Y - Yourself- Do you feel ready to take on the day ahead now you've got everything else right.

Then when you do step out into the world the advanced driving begins- even if it is on foot. The pedestrian has to look out for road hazards too, and pavement hazards such as overtaking that buggy or timing the crossing to when nothing is coming, spotting potholes or canine foulings up ahead, and being mindful of those behind or around you. In a busy people blackspot such as Meadowhall on a weekend, then plotting your course carefully as a pedestrian shopper is quite a skill, anticipating sudden stopping and window ogling, or people emerging from side doors pulling out into the main flow with no indication, or weaving about changing their plans without warning. Personally I prefer to travel this 'road' at night if at all, or take the scenic route via the outside of the building, but next time you find yourself in this situation, try getting from A to B with good progression plotting your course and avoiding the many obstacles that line the lanes. This is where it becomes more like chess than driving, thinking several moves ahead as there is no clear flow of traffic like there is on a road, there's that sneaky Mr Bishop walking diagonally across your path, or the Rooky toddler wandering sideways, Mrs Knight seemingly going one way for a couple of steps then veering off at 90 degrees, or manic Queenie dashing around any which way she can. The moral, even if you only move steadily then protect yourself like a king, don't be just another pawn.

If you find yourself in other vehicles then advanced driving can still come into play. Besides using the skills in cars or on motorbikes, look at every other

form of transport such as cycling which has its own hazards as a quiet vehicle sometimes is not spotted. Think for yourself and on behalf of others, and avoid being in the wrong place at the wrong time. I have had the chance since being with the IAM to use the advanced skills on a canal boat, which at a first glance seems very gentle and sedate and not that tricky to drive. For those of you who have ever had a go you'll know that when you first get your hands on the tiller it's a different story though. Despite the 4mph limit, these vehicles have their own challenge when you consider the 45 foot length, the blind bends, the slow lag from any movement of the tiller to actual movement, the lack of steering in reverse and the narrowness of bridges and locks (less than 6 inches either side, or 15cm in euros). In a nutshell you need to look well ahead, alert your presence at times, avoid having to stop or reverse (with no control) and time everything nicely with other road users. Doing a commentary is optional but recommended, must find that video, seem to recall being dressed as a pirate at the time. Anyway, I digress, it is a challenge at times but a good one should you get the chance.

Taking a whole other turning from this literary journey, even without any form of transport whatsoever, the whole concept of forward planning and hazard awareness can be applied to life. Be knowledgeable of as much of the road ahead as you can, be aware of tolls along the way (household bills, MOT time, monthly direct debits and Christmas to name a few), know where you are going and how you plan to get there, and be prepared for a variety of terrain, speed, obstacles and assistance. The amount of analogies to driving skills are almost limitless, think for yourself what other ways you can apply your learnings.

Overall, I have considered the term Skills For Life to mean just that. Driving is one aspect, arguably the main one intended, but sometimes the best results are unexpected and the most commonly used traits are a bonus. Wisely use them all you must," as a little green man once said, just before he safely crossed the road. "Wisely use them all."

Mark Webster

More photos from Renishaw Classic Bike and Car Show 2014



Good AD Articles.

I hope most members have taken the time to read through the Spring copy of the Advanced Driving magazine and found at least some of the content useful. I found two articles particularly interesting so have produced a short précis for our mag. In case you missed them or have forgotten their content. To remind you all.

Ways to Improve Your Skills – An article where IAM Examiners/Managers gave their top tips.

Steve George suggested “The Full View”.

Use the full range of your neck muscles to through gaps, between buildings. With good forward vision you will be able to formulate accurate driving plans and have time to deal with future hazards.

“Mind Your NVC” (non verbal communications) from Mark Trimmer. By interpreting NVCs of other road users - revving engine, positioning, pedestrians preparing to run – helps become a better driver

“Be A Shark Not An Ant” from Jon Taylor.

The shark moves effortlessly minimising unnecessary movement but when it needs to, it can do so quickly and decisively. The ant by contrast is forever changing direction.

Two further from Steve George -
The Elastic Theory.

Avoid being pulled back too soon on a bend and therefore shutting your field of view. Consider the bend as an arc with a piece of elastic in the centre. Maintain the stretch until the bend opens up.

Stability Through the Bend.

As a driver we get speed and gear right for the corner but some are let down by not applying drive throughout the curve.

Self -Evaluation suggested by Simon Elstow.

Next time you see someone make a mistake use it as a tool to explore your own behaviour.

I believe these tips can be summarised into three short phrases -
READ AHEAD – ANTICIPATE – ALWAYS SMOOTH.

The second article I want to highlight was “A Fighter Pilot’s Survival Guide” by John Sullivan.

Forget all; the technical sounding stuff about saccades (a series of jumps) and fixations (pauses) which is very interesting to read, and note the highlights.

Our peripheral vision is not good with detail, in fact just 20 degrees away from the sight line your visual acuity drops 90%.

Human eyes are incapable of moving smoothly across a scene (compare looking out the window of a moving train and simply looking from side to side), they jump and pause occasionally to take snapshots of what is seen. Also areas adjacent to door pillars etc are overlooked.

Thus the advice is to scan a scene at least twice (and at three different distances) but also to move your point of view between each – John suggests leaning forward towards the screen but any change of viewpoint must benefit and perhaps a rearward move would avoid distortion from looking through the windscreen at an acute angle.

He also suggests looking at the other driver, if he looks AT YOU, the chances are he has seen you, if his head sweeps past you he probably missed you!

Bob

Below is an edited version of an e mail to groups from David Stringer

Hi All.

Some of you may already be aware that the role of Regional Groups Co-ordinator for car groups ceases on June 30th. However, to date, the IAM has not formally announced that change. I believe Neil Warden in Scotland may have already stood down; I was persuaded to remain in post until the final date. At least I can claim to have been the last car RGC standing for all the good that does! The RGCs for the bike groups have a brief stay of execution before they also pass into IAM history. You will in future be fully the responsibility of the Regional Operations Manager.

As I go, it would be remiss not to thank the many people in Region 4 and beyond for their courtesy and co-operation over almost eight years. I have always had the wider benefit of the groups in mind and I hope you have seen what I have done as a success principally for the advancement of the IAM in the north east of England. Only you can judge that.

It is six months since I was informally told that there may be a further role for me to play in connection with the car RTT and Skills Days, and three months since I received that information in writing along with formal advice of the demise of my role as RGC. As yet, however, I have been given no detail about either the nature or extent of any further work the IAM wants me to undertake. I am sure you will appreciate that it is simply not possible to commit to some sort of open ended arrangement, because of the near certainty that the IAM and I are likely to have wholly different understandings of the agreement. In the absence of clear explanation of what, if anything, they want of me being given very shortly, I shall be likely to cease all involvement with day to day IAM or group work from the beginning of July. Whilst I shall be sad to do that, I think a rest is not unwarranted after 25 years, all but a few weeks, as a Leeds group official, an observer, and as your RGC.

I wish all the groups in the region well and every future success, particularly the two newly integrated car groups. I look forward to seeing all thrive and grow in the coming years.

With my very best wishes and heartfelt thanks to you all.

Kind regards, David Stringer, RGC4

Dash cam buyer's guide



Dash cams are becoming more and more popular with drivers - but what should you be looking for when you buy one?

Dashboard cameras, or dash cams as they more commonly known, are enjoying a big sales boost in the UK. Part of this is drivers wanting to record fun drives or track days, but increasingly they are being used to record drivers' behaviour in order to prevent insurance scams and highlight poor driving.

There are many different dash cams on the market, with prices starting from as little as £25. Most of them are secured to the windscreen with a sucker in the same way as most aftermarket satellite navigation systems. This makes them easy and quick to install and also to remove for security when you park and leave the car. Other models fix to the rear-view mirror to make it harder for other drivers to spot.

Power comes from the car's 12v lighter socket, so you don't run the risk of the camera running out of power just when you need it most in the event of a collision.

When buying a dash cam, most buyers prefer ones finished in black as it makes them more discreet. The smaller a dash cam is, the easier it is to position it where you want, but make sure any dash cam you buy has a resolution of at least 720p to give a decent picture when it's played back. For good night driving quality, a resolution of 1080p will be needed.

Look for a camera that has 'loop' recording, which means it will record over previous footage when the storage disc is full rather than just stopping. This means the camera will record the most recent events. You can download footage you want to keep and then re-use the disc.

Also look for a camera that has auto-start, so that it starts recording when you turn on the car's ignition. This saves you having to switch on the camera every time you get in the car, although dash cams with this function are more expensive.

Scam cam

Once you've fitted your dash cam, you will be able to enjoy re-watching scenic drives or you can use to record any collision you may be involved in. Criminals often employ 'bash for cash' or 'flash for cash' scams to fraudulently claim money from other drivers' insurers.

'Bash for cash' is where a car cuts in front and brakes suddenly, causing the innocent driver of the car behind to crash into the back of the criminal's vehicle. The criminals then claim for more damage than was actually caused, as well as for whiplash and loss of earnings.

A 'flash for cash' scam is when a car flashes its headlights to let an innocent driver out of a junction before driving into the side of the unwitting driver's car. Without a dash cam, it's almost impossible to prove the criminal flashed you out of the junction.

However, with a dash cam in place, a driver can provide video footage of fraudulent behaviour in both of these situations and the police are prepared to use it as evidence.

As an objective witness and record of the collision, a dash cam is a great way for innocent drivers to avoid a protracted insurance fight. Remember - the camera never lies.

Ray

Ray is leaving the building.....

It is with regret that I had to announce my retirement from Chesterfield group. After 22 years of being a member and guidance officer since 2000 I have made lots of friends. All of whom I hope to stay in contact with. I will be semi active now till the end of June. I have said to committee that I would like to be part of any outside events that the group do but only if and when I can be sure Beryl is ok to be left for a time.

I have had some very good responses to the e-mail I sent out and I would like to say thank you to all of you.

Safe driving and take care all of you.

The Motorist's Prayer

Grant me a ready hand,
a watchful eye,
That no one may suffer hurt
as I pass by.

Thou givest life -
I pray no act of mine
may take away or mar that
gift of thine.
Shield those, dear Lord,
who bear me company,
from fools, and fire
and all calamity.

Teach me to use my car
for others' need,
nor miss through lack of wit
or love of speed,
the beauties of the world -
that thus I may,
with joy and courtesy
go on my way.

We all need a watchful eye including as Mr Tatlow would say, your crossviews. We need to be courteous, and to be kept safe from bad drivers and accidents. We all hope, in our hearts that we don't ever hurt or kill someone whilst driving or riding. The countryside's great, don't miss out on it.

No clue who wrote this, it was sent to me as IAM member and Observer, but thank you all the same. So you see The Motorist's Prayer does fit it with both the IAM message, and being an Observer. Thought I would share it with you all.

Jan

Diary Dates

July 2014

Guidance	Sunday 6 th	Sainsbury's Car Park, 9.30 a.m.
Guidance	Saturday 12 th	Sainsbury's Car Park, 9.30 a.m.
Cutthorpe Carnival	Saturday 12 th	Cutthorpe Village from 12 noon
Committee Meeting	Tuesday 29 th	Chesterfield Library Café, 7.30 p.m.

August

Guidance

Sunday 3 August

Guidance

Saturday 9th August

Committee Meeting

Tuesday 26 August