

THURSDAY SEPTEMBER 16th
AT THE CLUB CHESTERFIELD
CAROL GREW

Will be giving a talk about recycling, what is safe to recycle and the ones that are not. Bring your friends should be an informative evening. As usual there will be plenty of time to put your questions forward.



CHALLENGE

WEDNESDAY AUGUST 25TH
CROFTON SKID PAN

All those who have put their names down to go on this event will be contacted by Bill Harrington.

Bill 01246 412696



CHESTERFIELD ADVANCED MOTORISTS

NEWSLETTER

IMPROVING THE STANDARD OF DRIVING AND ROAD SAFETY



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Group Contact; Bob Stone 01246 568894



IAM.CHESTERFIELD@GMAIL.COM

IAM CHESTERFIELD

Associate Members; **PLEASE** attend the forthcoming Sunday or Saturday guidance sessions which are held at the **SAINSBURYS CAR PARK** at 9.30 or 10.30am as per the list below. 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.

AUGUST	
SATURDAY 3rd	<i>Guidance 9.30am to 12.00 noon Sainsbury's Car Park</i>
SATURDAY 10th	<i>Guidance 9.30am to 12.00 noon Sainsbury's Car Park</i>
TUESDAY 24th	<i>Committee Meeting 7.30pm Chesterfield Library</i>
SEPTEMBER	
SUNDAY 5th	<i>Guidance 9.30am to 12.00 noon Sainsbury's Car Park</i>
SATURDAY 11th	<i>Guidance 9.30am to 12.00 noon Sainsbury's Car Park</i>
THURSDAY 16th	<i>Social evening (See Back Page)</i>
TUESDAY 28th	<i>Committee Meeting 7.30pm Chesterfield Library</i>

WELCOME TO OUR NEW ASSOCIATES

**BEN JEFFREY... OBSERVER BILL HARRINGTON
STEPHEN TANN... OBSERVER ROBERT LEE**

**KEITH BREALEY... OBSERVER SELWYN GOUGH
COLIN WILKINSON... OBSERVER SELWYN GOUGH**

CONGRATULATIONS

CHRIS LAKE HAS PAST HIS IAM TEST. OBSERVER REG HOLMES

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

COMMITTEE MEMBERS AND CONTACTS

PRESIDENT	MIKE DICKERSON	01246 292144
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VICE CHAIRMAN	BILL HARRINGTON	01246 412696
HON.SECRETARY	BOB STONE	01246 568894
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DATA PROTECTION ACT.

Details which members have supplied to the group are held on a database for the groups own use. If you object to your details being held in this way, please inform the secretary in writing.

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The contents of this Newsletter are purely the views of the contributors and do not necessarily constitute the views of the Editor, the Institute, or the Chesterfield Group of Advanced Motorists.

COMMITTEE MEMBERS

**VAL NEWBOULD: JOHN NORTH:
CARL JONES: ROGER BATES: ANNE FOSTER**



**HOW WOULD YOU LIKE
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you know of any of the following:-

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We offer a comprehensive service to both landlords and tenants. **Plus as a big thank you to the landlord we offer All new landlords free rent guarantee insurance.* on each property on their initial let.**

***The tenant must pass their full reference checks (excludes DSS / benefit claimants).**
.....

Pay as you drive 'a certainty'

That's the conclusion of a new report by the RAC Foundation, which calls for 'a fundamental shift in the way England's roads are managed and paid for'.

By 2025 traffic in England will have increased by 33 percent, which could cause gridlock unless the roads are managed differently.

At present there is no real link between the revenue generated by road users - around £47bn in 2009 - and the amount put back into the road network.

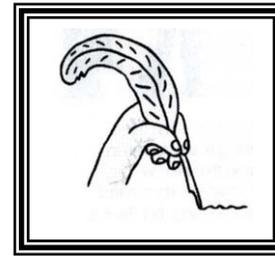
The RAC suggests that establishing a link is the only way of improving traffic flow significantly. It recommends introducing road charging and investing a proportion of the proceeds back into road expansion and maintenance.

However, road charging must go hand-in-hand with a reduction in fuel duty and scrapping road tax (Vehicle Excise Duty) altogether, says the report.

It coincides with the results of an Ipsos MORI poll on driver attitudes towards road pricing. The survey found that 65 percent of drivers oppose pay-as-you-go road charging in principle, although 46 percent would support it if it came alongside the abolition of road tax and a fuel duty reduction.

RAC Foundation director Stephen Glaister said: "Motorists are resentful of the relentless rise in the cost of fuel and feel short-changed by the amount spent on the road network."

The Government has no plans to introduce a road charging scheme at present, though the Department for Transport has not ruled out building more toll roads, like the M6 Toll in the Midlands.



**SOME PIE IN THE SKY THOUGHTS
FROM PRESIDENT MIKE**

Mr Cameron has promised to "end the war on Motorists", realising that we have been cash cows for far too long..... a bit political, but bear with me.

Financial items such as the duty on fuel may have to stay as they are for a while but other things can be done to make driving more enjoyable. May I suggest.....getting rid of most speed bumps leaving only those around schools and other establishments where even 20mph might be too high.....regulating cowboy claspers and enforcing them to display more clearly their terms and conditions, and only allowing a reasonable tariff.....giving traffic wardens a common sense brief by taking away the need to reach targets.....increase motorway speed to 80mph, but enforce it quite strictly..... remove most speed cameras, including mobile units, allowing the traffic police to be on the streets looking for untaxed vehicles and drivers on their phones.....if daylight running lights have to come, ensure they are positioned low down, say fog lamp height (this is a very personal request)direct more of motorists money into maintaining the road surfaces and spend less on painting fancy markings and patterns on the roadremove all unnecessary road signs and credit the motorist with a bit of intelligence.....encourage more driver training especially in the 17 to 25 age group.....restrict the size/power of vehicles for newly passed drivers, just like motor cyclists...clamp down even more on uninsured and unlicensed drivers.....look at ways to reduce the need for so many lorries to be on the road (I know that, for instance, some local food produce is taken from Derbyshire to Newcastle to be "packed" and then returned to our local supermarkets!).....have a radical think about how road works can be carried out without so much inconvenience to drivers – we have all seen miles and miles of cones restricting lanes, with no workmen in sight!.....encourage local councils to provide short stay free parking in towns to promote local business.....I FEEL BETTER FOR THAT!

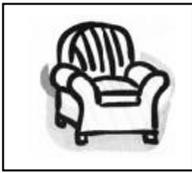
Perhaps you would like to send your suggestions to Challenge.

Finally, did you know the most common MOT failures are concerning lights...23.8%, brakes...21.5%...suspension(that does not surprise me) 15.3% ...bodywork...10.8% ...tyres10.2%...fuel and emissions...8.4% ...and steering, structure, and seat belts about 3% each.

Last month's question re the three tablets.....Answer... One hour, one now, one in half an hour and one in an hour!

This month....can you think of a 5 letter word that has SIX left when you take away 2 letters?

Stay safe and happy MIKE



CHAIRMAN'S REFLECTIONS AUGUST 2010

Recently I was asked to attend a talk at the Winding wheel in Chesterfield organised by Living Streets and Transition of Chesterfield. The speaker was Rod King who is a national campaigner for a group called '20's Plenty' which is campaigning to make 20mph the default speed limit on all residential roads. This was all new for me for I had not heard of either group or indeed Rod King but I went along with Alan and Mike to represent our group and hear what he had to say.

There were representatives from several other organisations including D.C.C., Cyclists, a Councillor and local community groups.

Rod spoke for about an hour giving a clear and plausible case saying that the 20's Plenty campaign has already been adopted by another of towns and cities across the U.K. (about 12 – 15) but many others are showing interest.

Basically, why they are staging this campaign is that there are still too many road accidents involving pedestrians and it is probable that if an incident occurred when a vehicle was travelling at 20mph instead of 30 then firstly the driver may be able to stop and avoid a collision but if that is not possible then any subsequent injuries tend to be less serious, so they say "let's make 20mph a default limit for all residential roads without speed bumps". Arterial roads are not included, normally.

He quoted a good number of statistics to support his claims some of which might well be challenged, but overall he appeared to have some support at the meeting... He called on those present, if they wished, to speak to their community groups and local councillors about '20's Plenty' and see what the public of Chesterfield think about the idea.

My own personal view is that whilst I can see merit in the thrust of campaign and would agree to more 20's zones in designated areas to further road safety, I feel that I would be very reluctant to agree to a blanket cover of all residential streets all over Chesterfield.

Something to think about?.

Safe and happy motoring

Reg

'20's 'Plenty'

Danger from traffic is often cited as the main barrier to the take-up of cycling or allowing children to walk to school. Many transport professionals argue that providing a safe environment for walking or cycling is a pre-requisite for effective change interventions.

The " 20's Plenty " campaign proposes that the 20 mph speed limits are the answer.

An evening of presentation to a small group of the Chesterfield public including Mike Dickerson our President, Reg Holmes our Chairman and myself listened to the case being put forward. The proposals were to encourage local authorities to make all minor roads off of arterial roads to have a mandatory 20 mph speed limit. Contrary to what the intimation was that the 20 mph limit was Borough wide irrespective of type of road ie estate or arterial.

We all flopped into canvas chairs, bottles of water by our sides and ate our pre-packed sandwiches, salads, and cake etc. whilst watching the air display. Some of the planes were flying at six-hundred miles per hour compare that with the seventy miles we are supposed to do on the motorway. It was an odd feeling, even though the planes were in the air you could feel the vibrations coming up through the floor and through you as well. How strange. Lunch over we were off again to see what we had missed the first time around.

There were so many aircraft so see, a jet called 'Top-Cat', which has its wings straight for slow flight and at top speed the wings are swept back into the Delta position. It's so difficult to understand how much power these aircraft have in comparison with the cars that we all drive; one of the planes had the power of six thousand pounds of thrust, but what did that mean? After some thought I asked yet another question, it was at that point that Ray suggested that I stop thinking, never; you can't stop thinking can you? If you had a sixteen hundred cc. standard car engine, how much more powerful was the jet engine? There were a lot of blank looks, so I asked a group of pilots; who thought that there was a formula for converting thrust into horse-power, but where you would find it they were not sure. We were all warm after walking so far, so an ice-cream was in order, great it just hit the spot. There were other odd things to see, a very long round object, which was fatter at one end than the other. Bill decided that this was "a tooth pick for a dinosaur", but in fact it was the towing arm for an aircraft, so much for his observations. It was time to head back to watch the remainder of the air-display and rest our tired legs as well as eat. The 'Red Arrows', were up next and what a display, it was fantastic, breath-taking, it had been worth the trip just to see them. The red, white and blue colours flowing out across the sky, the heart shape with the arrow through it; words are not enough to describe the scenes. There were big bangs, followed by clouds of thick black smoke as bombs were dropped. The 'Vulcan' flew; the speed, the noise, it took great skill to catch this on camera; but that is nothing in comparison with the skill of those pilots. Then the sky was still and it was time to wend our way home. Bill and Ray had caught the sun, the words pain and lobster came to mind; Carl thought that it was fantastic that he had had the last laugh. Bob took up the question of speed and thrust, asking me if the engine was two four or five valves and was it turbocharged, super turbocharged, or naturally aspirated; what on earth was he talking about? Why do men have to complicate things, I thought that it was a simple question to ask, but perhaps not. Anyway I have yet to find the answer, so I will let you know.

It is at this point that we have to thank the drivers for getting us there and back in one piece and a special thank you to Ray for organising the trip. It was a day filled with lots of fun and laughter and we all enjoyed it very much. So to those of you who didn't go, you missed out. However thanks also must to go to the RAF for putting on these displays, without this there would not have been a wonderful day out for the group. Home at last and feet up time, ten passed nine and the phone rang, it was Bill, telling me that there was a programme on BBC2, on how to build a jet engine, this was not to be missed. No it didn't answer the question but what a splendid end to a splendid day.



RAF Waddington

Ray asked if I wanted to go to Waddington on a group trip. It sounded a good idea; I thought that perhaps we could have a game of Monopoly whilst we were there. No games, well no board games anyway as this was a trip to RAF Waddington. RAF Waddington where's that? It's the other side of Lincoln was the reply. It was for the Sunday the 4th of July, meeting at his home on the outskirts of Chesterfield at eight a.m. There were going to be eight of us in three cars, Ray, Bill and Carl in the first car, Kay complete with two dogs in the second car, and Bob, Jan, Maynard and his daughter Hayley in the third car. I had already been told in no uncertain terms that I would be thrown out of the car if I turned up with my clip board. Did Bob really think that I would assess his driving along the way and if so what was he bothered about; IAM drivers always drive according to the book, don't they?

Everyone arrived just about on time, well it was 7.59 a.m. when Bob arrived and said that he had seen a car with an IAM sticker in the back window on his way; Kay arrived two minutes later complete with her dogs. All outside checks done, well that was what they said and complete with plasters, Paracetamol and Carl designated as the first aider, we set off in what was to be a convoy. The route, along the A619 to Worksop, the A57 to Lincoln and the A607 to Waddington was to take about an hour and a half, plus a bit for getting into the parking spot at the other end. We couldn't play spot the sea or spot the Frisian, so it was; what are the names of the two dogs? Yes we all came up with a name, nothing like their real names of Tippy-Tom and Jasmine-Jane. The car came to a halt as we had hit traffic, the point was that our driver had pulled up inside a pedestrian crossing, he wondered if anyone would make comment. No. There was a small notice about four inches by seven inches stating that these lights were out of order. Were his observation skills that good? As we neared the ground car one pulled into a lay-by, you've got it car two didn't notice, and so Bob then played follow that car. After that slight detour we all arrived at our destination having listened to music to drive to, a little Jazz and Convoy; that just had to be included as well as lots of laughs along the way.

It was decided as there was so much to see, we would go our separate ways and all meet up for lunch at 12.30 p.m. but what-ever was Carl doing? It was cloudy, no sun, and if you had been at the coast you would have said that it was bracing, yet he was putting on sun-cream to legs and all; he did however offer his cream but the offer was refused. At this point there were calls of 'Nancy-boy', not that he took much notice.

You could buy everything from food and drink, to a sun-hat and other clothing, mugs, batteries, and even a tank. Yes I did say tank, complete with tracks instead of wheels; but unfortunately there was no price label. Ray did think it would be fun to turn up in Sainsbury's car park with it; but who would be asked to take him out. Not sure if he had someone in mind or not. He also banned certain words for the day, no they were not the four letter variety, they were such words as advanced driving, advanced, and anything else that he could think of to do with motoring. This came about because the comment was made, looking skywards, are they doing the right speed and in the right gear for that hill climb, and we had already had comments about pilots taking advanced driving tests. A photo was taken at this point and yet another comment, look at that for dress code, Carl was wearing shorts and trainers the size of flippers. Laughter followed. All our old motoring friends were there, the RAC and the AA, Red Driving School; the Lincolnshire Road Safety Partnership, and RoSPA, but as we hadn't Alan with us we didn't stop for a chat. After walking for some time we came up to a parachute jump, the word chicken came to mind as there were no takers; many excuses followed. We were able to look inside the 'hold' of one of the aircraft, it was huge, and someone said that it was bigger than the flat that they lived in; this was the type of aircraft that drops 4x4's by parachute. Someone's legs had had it, so a stop of about ten minutes was called for, and then off back for lunch.

Graphs and statistics showed that the motorists should give up more to the cyclists and pedestrians to ensure that they have a safer environment within their space. Whilst a majority of people questioned in numerous polls agreed for the need to have speed limits reduced, emphasis was put on the dangers which drivers created together with the potential danger caused by the vehicle being driven.

Several members from local cycling and pedestrian groups, Chesterfield Borough councillors and representatives from Derbyshire County Council put forward questions including a police constable originating from Portsmouth who endorsed that that local authority has implemented the schemes.

I felt that the driver was not being given a fair chance and therefore I had to advise that it is not only a slower speed that will reduce accidents but better training for drivers to make them aware of what was happening on the road around them. For the presenter to say "at 20 mph you can wave to your friends "was a stupid comment. I had to point out that observation skills are critical at all times to ensure that you are aware of what is happening all around to enable you to be prepared for any unforeseen pedestrian walking off the pavement.

I commented that Derbyshire County Council has in the last 10 to 15 years spent a lot of money putting white paint down on roads for the benefit of cyclists but how often do you see these cycle lanes being used. How strange that on the way to the meeting a cyclist coming up Sheffield Road mounted the pavement, brushed my side and promptly went to the pedestrian crossing so that he could cycle over the road rather than obey that Highway Code and use the road correctly as we were taught when those of us a few years ago did our Cycling Proficiency Test. Where was the policeman that in my youth told me "to get off the footpath and use the road ", oh and with lights on my bike, make sure they worked.

In conclusion we were able to project Chesterfield Advanced Motorists into the discussion and hope that there might be a few there who will take up our challenge.

Alan Morgan
Public Relations Officer
Chesterfield Advanced Motorists

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Darley Dale Festival of Transport
Saturday 11th and Sunday 12th September

The caravan will be at the show on both days, if you have an hour or two to spare could you please contact Alan Morgan on 01246 204636 to offer your help to set up the caravan and talk to the public.

Please try and give a-hand and do not just leave it to the certain few to do all the work.



Chesterfield Group Treasurer Jeff Snape

I first started driving or rather riding at the age of 16 when I bought a motor scooter for £25. Within 6 months I had passed my test and rode many miles around the Derbyshire country side.

I had my first car at 18 and have driven many types of vehicle since. As a side note when I first started driving you could purchase 3 gallons of petrol for £1 and you had to renew your driving licence every 3 years.

I first became interested in the IAM in 1975 when I saw an advertisement in the Sheffield Star for a driver improvement course run by the Sheffield group. I joined the Sheffield group and passed my advanced test in November 1975.

At the end of 1975 it was decided to form a sub group in Chesterfield and the inaugural meeting was held in January 1976 at the Station Hotel in Chesterfield where I was elected onto the committee. In 1976 Chesterfield obtained full group status and I became the group treasurer, a position I have held ever since. I was instrumental in obtaining charitable status for the group and the setting up of a Deed of Covenant membership scheme which has now evolved into the Gift Aid scheme.

Apart from driving I enjoy gardening, reading, sailing and holidays. Whilst on a cruise a few years ago we were stopped for speeding!!!! No not me but the driver of the water taxi taking us back to the ship, he was told that if he was caught again he would be arrested.

I have seen the group grow and flourish over the years, something that I hope will continue for many years to come.

Two-year fall in fatalities

A 12% drop in the number of people killed on Britain's roads shows that road safety works, says the Royal Society for the Prevention of Accidents

Figures for the number of casualties reported to the police in 2009, published by the Department for Transport, reveal the number of deaths on Britain's roads fell from 2,538 in 2008 to 2,222.

The number of children killed fell by 35% from 124 to 81. The number of road users seriously injured fell by 5% to 24,684 and the number of slightly injured casualties fell by 4% to 155,194.

Cyclist deaths fell by 10% from 115 to 104, but the number of cyclists seriously injured rose by 6% from 2,450 to 2,606. Cycle traffic levels are estimated to have risen by 4%.

Kevin Clinton, head of road safety at RoSPA, said: "The challenge now is to keep this momentum going

It is for these reasons that should the opportunity arise during conversation with a stressed driver, and it is all too painfully obvious at such times since they talk just as they drive and always want to blame everyone else on the road, that they could very well benefit in both health and temper by enrolling for a Skill for Life package and lead a much calmer life and like that steel bar avoid that breaking point, and the subsequent accident (there I've used that word) where everything breaks. In an accident, or incident, the breaks could be arms, legs, back or neck, and not many survive a broken neck. Such advice and discussion could well save their own life, the life of other innocent victims, or even your own life

From our own point of view if there is any involvement with road rage or erratic driving keep calm, don't get involved, give the offenders space and if that is insufficient consider a detour at the first opportunity to avoid any further conflict and possibly a brief stop to regain you own composure before continuing your journey. Until my next ramblings I wish you safe hassle and stress free driving and if you do know of anyone who could benefit from a STRESS FREE driving course please introduce them to the IAM when we would help remove their aggression

Bill.

PS. Should you wish to comment on any of the points raised on this subject, or to relate any experiences you may have witnessed or been involved in and from which other readers could benefit please reply and write to me via our editor at :-

challenge_copy@btinternet.com

or to my own Email address williamh@30bentsc.fsnet.co.uk

both as shown on the back inside cover of this newsletter. And I really do look forward to you taking up the CHALLENGE and putting pen to paper or finger to computer key. A "letter to the editor", or "In reply to your article" dialogue needs two or more people to partake, I am one, will you be another? Try it you may well get into the habit and it really is easy and not terribly time consuming and you can always look forward to my reply and you could be helping others resolve their problems a bit like a mutual aid society which is very descriptive of our aims, or IAMs (pardon the miss spelling pun).

Bill.

DO YOU HAVE AN EMAIL ADDRESS? [Jeff Snape \(Group Treasurer\)](#)

If so then please read on

We have had occasions whereby if any breaking news or updates are needed to be sent out between newsletters it has been difficult to get this information out to members quickly.

It would help greatly if we could deliver this information via e-mail. Would all members who have an e-mail address please send an e-mail to jeff.snape@btinternet.com putting your name and post code in the subject field.

Would members who have provided their e-mail address in the past also do the above, this will ensure that we have the correct e-mail address for members.

Please be assured that members e-mail addresses will only be used for group use and will not be passed on to any third party.

STRESS

By Bill Harrington (Group Training Officer)

A very common word these days, but in my youthful days it was almost unheard of in its present context. Yes stress did exist but it was in the form of "Stress Testing" of steel where samples were put under strain until they gave up resisting the forces being applied to them and finally broke. So I suppose there is a link with the past and the present meaning although the present means of testing is not so scientific these days, it generally consists of a visit to the doctors who then asks "how are you today, or what can I do for you", after a few questions to which you declare the job you are doing is Stressful, and that you feel Stressed you go away with a note for a few weeks off work and a handful of tablets that used to be called tranquilisers. OK, so things may well have changed in work patterns and volume and it is a form of life we all have to live with because it not only affects the stressed person, but also anyone they come into contact with and if they are a driver they will be in contact, hopefully not physically, with other drivers on the road, but the attitude of their vehicles is somewhat different since they may well come into physical contact with each other and the result is what used to be called an accident but is now known as an incident in police parlance and proceedings follow on from there.

So much for the scenario, how does stress manifest itself on the road, and what degree of OVERSTRESS affects an already stressed driver? Several conditions may well add up to tip the balance of such a state, it may be the volume of traffic, delays, road or weather conditions or simply other peoples general driving attitude to any of those conditions outlined or even the action of a single driver who is already stressed up to their own breaking point, and heaven forbid we ever get to the state of some of our continental neighbours who think the solution to many road problems is mass blowing of horns. Well we have all experienced Road Rage and as Advanced Drivers we have hopefully coped with it in a correct way by diffusing it and driving in a safe and proper manner and not trying to "Teach them a Lesson" or "retaliating" in any way. Tiredness adds to the stress at the end of the day and it is on the homeward run that most incidents occur, locally we see most incidents on the M1 on Friday afternoon / teatime after a stressful week and drivers are dashing home after a tiring week and a desire to start two well earned days of relaxation. The big question in your mind should be "why did they do that"? And you may never know the answer since the cause is only known to the offender. It may well be a bad day at the office, a lost order, or a row with the boss and the result is they are Stressed, and don't forget this state of mind, and that is really what it is, can apply across the board to males and females, to young and to old and to new or long established drivers, to cyclists of the motorised and pedal variety, or even pedestrians, only the other day I heard of a pedestrian pursuing a motorist held up at the traffic lights and berating him for a misdemeanour at a road crossing. Other effects of stress can be caused by the drugs used to treat the complaint and can be seen as erratic driving, either too fast or too slow for the conditions, the whole subject is very complex from the medical aspect and who are we to give judgement on other peoples driving without knowing the facts! It may be alcohol or recreational drugs, or in the case of stress it could be a prescription drug, who knows? We certainly don't. But what can we do about it? One of the features of Advanced Driving is that it does take the road rage element out of our driving by our understanding of the Highway Code and its interpretation, also by our use of all round observations, particularly of other drivers, and of our correct reaction to others actions, our horn is only used to indicate our presence and not to chastise wrong doers, a raised flat hand is acceptable as a thank you gesture but a two fingered salute is strictly taboo.

Tiredness

We all suffer from tiredness from time to time especially on long drives. I certainly had near miss many years ago. Coming from Leeds in the early hours of the morning, nothing on the M1 at all. I admit I was feeling very drowsy but as I only had about 40 miles to go I thought I would press on. Big Mistake. One minute I was driving at 70mph and the next I was up the embankment. I managed to keep the car on four wheels and back on the road. I have to tell you it scared the hell out of me and I pulled off the motorway into the first services I came to and went for a cup of coffee, strong and black.

As soon as you feel the first signs of tiredness you must find a safe place to stop, either a services or a lay-by. Put your seat back and close your eyes for ten minutes or so. Yes just ten minutes of sleep or napping will do you the power of good. And of course if you can get a coffee or a cup of tea also then all the better. You need to rest for at least twenty minutes or so for the rest to be effective. Now for some facts

1. Eating a large meal before a long journey can make you feel sleepy.
2. Prescribed medication can affect you so check with your doctor.
3. Driving early morning will affect your awareness so be extra cautious.
4. Driving through the night is a bad time. Lots of breaks need to be taken.
5. Changes in body rhythm produce a natural increased tendency to sleep at two parts of the day. **Midnight to 6am** and **2pm to 4pm**.
6. Up to one fifth of accidents on motorways and other monotonous types of roads may be caused by drivers falling asleep at the wheel.
7. 18 to 30 year old males are more likely to fall asleep at the wheel when driving late at night.
8. Driving for work, 40% of all fatigue related crashes involve someone who was driving for work at the time.
9. Last but not least alcohol. Any slight amount of the stuff affects how you drive and your reaction times.

So if you have long journeys to do take brakes often. Do not ignore the feeling of sleepiness no matter how slight. If that feeling comes on then stop as soon as it is safe to do so and get a coffee or take a nap, it works wonders. You also have to take in any medical conditions you have that may affect how you drive. Remember it is not only you at risk; it is the other innocent drivers around you that will be affected by your actions.

Safe Driving.

Ray Parker. Guidance Officer

Thank you

Last month as you know I had to cut the newsletter down to three sheets due to the lack of contributions, I am pleased with the response from you the members. Please do not stop sending reports and articles, all I ask is that any contribution reaches me by the **12th day** of the month and your articles be **A5, Ariel 9** and if possible a full page.

Once again I thank you for your efforts

Richard (Newsletter Editor)

In and out amongst the cones

By Jan Creswell

Up with the lark, or perhaps not, it was eight o'clock in the morning and we were all standing on the old tennis court at Brampton Manor. The caravan had been pulled by Bill as others were on holiday but what was it all for? It was the day of the Intergroup Challenge, you remember the one where you get into a car, or van this year; that you have not driven before and make a series of manoeuvres around cones. This happens once per year and other groups from around the area are asked to join us, but this year there was a difference; this year there was a trophy. A real brass, steering wheel trophy mounted onto a wooden block for the winner to hold for the year; it all adds to the competitive spirit.

Two thousand and ten, the year of the World-Cup, so we had decided to have a football theme with each team being named after a country playing in the cup. This was not such a good idea as England had played the previous evening with disastrous results, need I remind you. The caravan and table were set up, with the trophy and raffle prizes on display. We always have a raffle, the first prize was a bottle of red wine, second another bottle of wine, third a large UK Map and fourth a small map with a gadget to help stop you falling asleep whilst you are driving. Our big blue boards were erected and filled with pictures of other driving stuff, balloons were blown up, and directions put out for our faithful followers. The cones were placed according to strict measurements, penalty points if you knock one down, and the boundary of the driving area set out with red stripe tape. The driving area has to be taped off according to health and safety regulations, it was all coming together nicely.

Bob had invited a number of IAM groups as well as RoSPA, Derby Group, some of which could not make it because members of their team had pulled out. Someone said that we had had a call from IAM Leeds to say that they had broken down on the motorway, never to be seen, not sure if they got back ok. Well our faithful friends in the form of Matlock IAM, some of whom were associates, arrived in good spirit. It's always difficult getting young people out of their 'pit' before lunch, so I gather they had been given some inducement, in the form of lunch.

It was time to get things moving. The vehicle in question was a small ford van, yes without windows in the side, so it was a case of using the wing mirrors rather more as heads were not allowed out of the window.

First challenge; go into a simulated garage, parking a close to the front as possible without hitting the wall.

Second challenge; enter a garage forward turning round inside and coming out forwards using as little moves as possible. No cones removed please.

Third challenge; from a given spot, try to move the vehicle one revolution of the tyre, this being seventy six inches, but you didn't know this at the time, this was quite a difficult one.

Fourth challenge; a parallel park, this should have been the easy one as everyone has done this move so many times when out on guidance.

It all looked reasonable until you got going, not being able to stick your head out of the window made it more difficult. There were those who were too far away from the wall and then again those who touched the wall. In the main garage there was one person who will remain nameless who had to have the cones removed to let him out.

Yes you got it girls, it never happens to a man, but it did this time. Moving the wheel one revolution saw the greatest differences, some moving a very short distance, while others moved twice as far and more. The parallel park was difficult but not impossible.

Go back to your Saturday or Sunday mornings at guidance, what are you told to do first, yes that's right the Cock-pit drill. In the Cock-pit Drill, you alter your mirrors, well why didn't you all, it's far easier to see especially out of a van, with the mirrors in the best position possible. Remember this for next year, but the swine may have altered things by then. After Mike had totted up all the points we had a winning team and the trophy was presented to Australia one of the Matlock Group entries. Well you were the best on the day and you deserved to win. Congratulations. Another great day, just a shame that the trophy hasn't stayed at home, never mind we look forward to getting it back next year. Thank you to all those who attended, hope to see you again next year.

The raffle which raised twenty pounds towards the cost of staging the event; was won by Carl Jones, who came to the event without any money and had to borrow the pound from Bill. Second and third prizes were won by Mrs Reid and the fourth prize was won by Miss Clare Palmer. Congratulations to you all.

