

SEPTEMBER 2013

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CHALLENGE

GROUP NEWSLETTER



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REGISTERED CHARITY NUMBER 1017471

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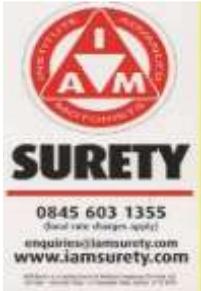
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DATA PROTECTION ACT

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

+++++

NEW MEMBER

WELCOME TO NEW MEMBER SUE DOLMAN.
HER OBSERVER IS CHRIS LAKE

An interesting report caught my eye this month concerning car crime – the worst place for having your car stolen or damaged is Manchester M2 postcode with 505 vehicle offences for every 10,000 cars, closely followed by Bradford at 457, then London at 443, Leeds and Sheffield at 420 and 389 respectively. The second report is for the make of car most liable to be involved in an offence. Again for every 10,000 vehicles stolen/thefts, Suzuki tops the list at 93, Mitsubishi at 42, Merc at 39 and BMW 38, Land Rover 35 Ford 28 and Vauxhall 16.

Finally the report, compiled from 515,248 recorded car crimes between October 2011 and September 2012, reveals that 41% of this figure was for theft FROM a vehicle, next was criminal damage at 40% and theft OF a car at 16% (I suppose there was 3% of OTHERS, unreported).

It seems a long time since I commented on the uninsured driver situation, so.....a spokesman from AA Insurance states “ uninsured drivers cost this country at least £380 million a year and add about £33 to every car insurance policy, quite apart from emergency services and court costs. Yet although the penalties are severe, the current regime is clearly not a deterrent” Any comments?

Do you remember the Government looking at raising some motorway speed limits to 80mph? The latest news seems very confusing.....Patrick McLoughin(the new transport secretary) says the move (to 80mph) is no longer a priority. Road safety issues and the fact that most women drivers are against the move is behind the decision!!! In an interview with the Times on June 22nd, the transport secretary said “the plan has been ditched”. (The previous secretary Phillip Hammond claimed the 70mph limit had been discredited” and a rise to 80mph would boost the economy).

Still confused? YES!

More next month, stay safe and happy,

Mike

A letter to the Editor

Hello Yvonne,

Thank you for reprinting me, in your July newsletter (not to mention the April one)!

But forgive me for querying a comment by your President in June (p5):
"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."

I'm afraid it isn't! If the two cars are emergency-stopping under the same "Highway Code" conditions, that implies the same deceleration, in terms of miles per hour lost per second. Therefore at the moment when you have slowed from 70 to zero, the other car will be doing $100 - 70$, or only 30mph (though it will of course be a considerable distance ahead of you).

I believe that what he meant to say was: if the two cars are level at the time you both start to brake, then at the place WHERE you come to a dead stop, the other car will still be doing 70. Thus if you had, perhaps, just avoided a collision with something, the other car would collide with it at that speed.

Though in fact this calculation disregards Thinking Distance (for both drivers). If you take this into account, and assume that the two cars are level at the time you both start to think, then the collision speed of the other car works out at 75 mph.

Hope this helps rather than confuses!
Peter Soul
(Thames Valley IAM)

Any more thoughts on this subject? (Editor)



Message from the Chair.

Well September is fast approaching; we've had a better than expected summer bringing us mixed observing conditions to cope with from sun in your eyes, sticky roads to torrential rain. The other thing I did find this summer, it made a lot of motorists want to drive faster! With windows down, stereo on and sunglasses on, this must have encouraging an urge to drive faster. I have particularly found a lot of motorists driving up my bumper and wanting to race more this summer, just an observation of mine which leads me onto me thinking; I used to be one of those motorists but I can now exercise all the skill and control including a different mindset to deal with these issues. I have also found myself thinking, they don't know any better, in a sympathetic way opposed to an angry one.

I leave you with an article I read about the recent government changes to allow police to fine for tailgating and middle-lane hogging, is fining really the answer? I'm finding people now that are even criticising my driving and it can be dangerous on the motorway, they will swing from lane 3, right in front of my car into lane 1 to suggest I should be there, unqualified judgment I call it. They hadn't factored in the two slow heavies in lane 1 though, and the slip road we were approaching, the reason for me staying in lane 2. They got stuck there but probably didn't learn from it, just got more impatient.

Compulsory motorway lessons?

Forget fines for middle-lane-hogging and tailgating: the only way to get rid of bad driving habits is compulsory motorway lessons, argues Chris Torney (personal finance editor at the Daily Express).

New penalties for inconsiderate driving have been introduced this month.

The police can now issue on-the-spot fines for practices such as tailgating and hogging the middle or outside lane on motorways.

The change in the law means that many more drivers are likely to be punished for their carelessness.

Fines don't tackle bad driving

Until now, police have had to pursue cases such as these through the courts.

The bureaucracy involved is thought to have acted as a significant deterrent to prosecuting offenders. Most motorists appear to have welcomed the idea of these fines.

It seems the majority of people who use Britain's motorways regularly will be glad that action is more likely to be taken against drivers who make these roads less safe.

But these instant penalties are only really likely to scratch the surface of this problem.

Motorway lessons are the key

Police resources are stretched as thinly as ever at the moment, and we can hardly expect to see a wave of new patrols sent out to catch boy racers and mobile-phone users.

I would argue that one of the main reasons so many people drive badly on the motorways is that they have never been taught to drive well.

Learners still aren't allowed on to motorways before they have got their licence.

And while the theory part of the driving test does cover motorway regulations, this is clearly no substitute for real-life experience.

If you look at middle-lane hogs, for example, this appears to be a clear case of someone failing to understand how a motorway works.

The Highway Code on motorways

The [Highway Code](#) states: "You should always drive in the left-hand lane when the road ahead is clear.

"If you are overtaking a number of slower-moving vehicles, you should return to the left-hand lane as soon as you are safely past."

Why do so many people fail to adhere to this simple rule? What is to be gained by sitting stubbornly in the centre lane?

You could argue that each middle-lane driver represents a failure of our training system: they simply don't know any better and don't realise the problems they are creating for others.

The same might perhaps be said of tailgating drivers: if all your lessons have taken place on slow city roads, you may not appreciate the extra distance you need to leave when travelling at high speeds.

Learners not allowed on motorways

In 2011, the government announced plans to let learner drivers use motorways in 2012 provided they were accompanied by a qualified instructor.

However, to date, there is no sign yet of this law change being implemented.

There are of course practical problems in including motorways in the driving test.

The biggest obstacle would be the fact that a large part of the population lives nowhere near a motorway.

Learners in the likes of Penzance, Norwich, Aberystwyth and Aberdeen would have little chance to practise three-lane driving, let alone include it in their test.

New licence holders are often encouraged to book a couple of extra post-test lessons to get to grips with motorway driving, but only a small proportion does so.

Better driving standards

There is a chance, however, that driving standards may be improved by the new penalty regime.

Offenders will be able to avoid having points deducted from their licences by agreeing to attend remedial training courses. Such training should make up for any earlier lack of education in these particular cases.

And for those who don't get caught? All we can hope is that the threat of the £100 fine, and the publicity given to this new crackdown, will help them see the error of their ways.

What do you think- drop your thoughts at chairman@chesterfield-iam.org.uk

Test Passes

Congratulations to Mark Webster who passed his test on 9th August.



Penny Evans passed her test on 16th July 2013.

Many congratulations.



The Driver and Vehicle Licensing Agency (DVLA) has put together some useful information for drivers and motorcyclists with Diabetes, after research revealed the public was not always aware of the licensing requirements.

Group 1: cars and motorcycles

- You do not normally need to tell DVLA if you are a Group 1 driver, who controls their diabetes by diet or tablets but you do if you are on insulin.
- If you are on any non-insulin medication for diabetes, you do not need to notify DVLA unless you have suffered two episodes of severe hypoglycaemia within the last 12 months or develop impaired awareness of hypoglycaemia or suffer visual problems.

Group 2: buses and lorries

You need to tell DVLA if you have any form of diabetes for which you take medication.

If you are on insulin:

- You will need to provide three months of continuous meter readings every time you apply for a Group 2 licence.
- You should test your blood glucose no more than two hours before the start of your first journey of the day and every two hours while driving.

Visit www.gov.uk/diabetes-driving for more information on diabetes and driving.



October's Newsletter will be going to print on Monday 28th September, so could articles please be e-mailed to me by midnight on Sunday 27th .

RAY'S CBT DIARY

Many years ago in my youth my father in his wisdom bought me a second hand motorcycle. It was a 200cc Ariel Colt, and he taught me to ride.



Looks a bit different to modern bikes but it rode very well. I held on to that till just before I joined the RAF at 17. My next experience of riding was in 1970/3. I had a Suzuki A100. I went all over the place covering many miles. I add at this stage I never took a test but I did have “L” plates on the Suzuki and so was legal unlike the old Ariel. In the few years of riding I never had an accident; I fell off going very slowly once after losing my balance which was quite funny. I think back then traffic was very much less than it is now and drivers were that bit more courteous and watched out for bikers more. That basically was the end of me being a biker.

After all those years I never really wanted a bike again apart from the odd time when it went through my mind. But about four years ago I started getting the feeling of wanting a bike again. I started watching bike shows on TV and thinking yes I would like this one or that one. Even an old friend of mine who once said to me “I’ll never get on one of those things” sent me a pic of himself and his bike on facebook. That of course stirred me up even more. Well a short time ago our group went to a bike show in Dronfield and yet again got me thinking.

Bill Storey, Tommy and another bike from Matlock were with us that day. Whilst sat in the caravan I asked Bill a few questions and then talked to Tommy and thanks guys you got me going even more.

I decided to go to CMC and look at a particular bike that took my fancy. Tommy recommended Yamaha and I'm going with that. It will be a Yamaha YRB 125 Custom. I talked to a guy called Bruce who is a salesman there. I expected a lot of pressure selling but it couldn't be further from the truth. We sat and talked for quite a long time and he never pushed me one way or the other. I walked out with my head buzzing. The next step was to go to Compass next door who do the CBT(Compulsory Basic Training). Again, no pressure. Then next door again the clothing shop to look at gear like helmets, gloves, jacket and trousers. The prices vary greatly so it's up to me as to how much I spend. Being a Yorkshire man I will be careful.

Then went home to talk to the wife about all this fully expecting her reaction to be very negative, but hey I'm wrong yet again. Have to sleep on all this. Next day we went out and did all our shopping and then sat with a coffee, picked up the phone and booked my CBT which I take on Monday 15th July. I'll leave this writing for now and resume after the fateful day.

Well I went to take my CBT with a trainer at Compass Clay Cross. It was so hot, around 29 degrees, combine that with a thick coat and a full face helmet and I was in trouble. The helmet caused me more problems than anything else as it made me feel so claustrophobic and I just couldn't concentrate. The day went reasonably well up till just before lunch when I fell off twice. No, it didn't hurt, but my pride was. After lunch we started again but I got the feeling that the trainer didn't really want me to finish or he didn't care. When it got to 3pm he finished me telling me to book again for 3 more hours at the further cost of £75. I went home feeling quite bad and rang and booked another session. However after sleeping on it I rang them first thing and cancelled, with absolutely no response from them, just an "ok" thanks for letting us know. That's it I decided not to proceed. I talked to Tommy from the Matlock group and he said what had happened didn't surprise him as he had heard this kind of report before.

On the Thursday morning I decided to go talk to another bike training centre called Triskelion who are based near Barrow Hill to see what their take was on what I had gone through. I sat and told them what had happened in more detail than I have put here without saying who I had gone to. The response from them was "you have been to Compass haven't you", surprised I said yes. I won't go into the rest of the conversation but the guy there whose name is Gruff put it quite simply. Pay them £99 and do the CBT with them. It does not matter how many times I have a go at it or how long it takes the price

is £99, no extras. I sat with them for about an hour and before I left I said I would do it again but with Triskelion.

All I need now is the weather to cold down a little and then I go for round two. I'll write again soon.

Ok it's now Thursday 25th July and I have done my first session at Triskelion. What a fun day. Gruff (head trainer) really made the whole thing interesting and put in a lot of jokes etc to keep us laughing. This also kept me totally relaxed. I certainly learned a lot and more that I didn't learn from Compass. Tomorrow I finish the CBT with on road training and I'm looking forward to that part and the final part of CBT. Well the time came and we got our radios plugged in and off we went. We took in Staveley, Clowne, Bolsover and nearly into town and everywhere in between. We had a couple of stops on the run where Kev (instructor) gave us some constructive criticism, at one point I took a wrong turn but made the turn correctly. Kev and the other pupil had a good laugh. But later the other guy did the same mistake so it was my turn to snigger. After returning to base Kev talked about anything but what we had done. Once he got his coffee he went through some minor mistakes and gave sound advice. Then the magic words we both waited for "you have reached the desired standard". Now I have to say until you have gone through it you won't know how good that sounds. SUCCESS.

I strongly recommend Triskelion to anyone who wants to do CBT. You pay just £99 and you can try as many times as it takes with no further cost to you. Unlike others I could mention. They make the whole thing fun to do but serious as well and they know what they are talking about. Time now to get a bike and get a lot of practice in and next year maybe go for the full bike licence. May I also say this has given me a whole new level of respect for bikers. In days when I rode before we were told to ride to the left of the lanes, now we are taught to ride in "command position" which is the centre of the lane. Well I got my bike on the 8th August and it will be used and enjoyed.

THINK BIKE

Ray

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**Congratulations to Bob Stone**  
**who passed his IMI test on 14 August**

**My Reflections on my IMI Test**

Firstly there were problems with arranging as Associate for the scheduled time so I asked Clare Palmer if she would act in that capacity for me.

I arrived early as I had some other business to perform – awarding Mark Webster with his pass certificate – so armed with camera and small stool (red kids stool actually) Clare was press ganged into role of Official Group Photographer.

Then off to meet Chris, who was no doubt puzzled on what was happening in the middle of the car park.

Chris said he had to observe me perform each element on his list in order to ‘tick the box’ so to treat Clare as a total stranger. This meant she now had to switch to an acting role and pretend not to know me. Full introductions had to be made.

I had noted some nine Bullet Points on my (new ) clip board (£3.50 from Smiths) by way of introduction so I worked through these in turn. The objectives set related to positioning for information and use of steering.

As part of the Disclaimer immediately before setting off I could not resist a bit of light heartedness in 'if you feel unable to complete a request just carry on and I will adjust the route' and 'the run should take about 45mins depending on how fast you drive'.

During the run we talked almost continually and managed to stay on topic rather than discussing anything photographic.

The De-Brief was going to be my strong point with use of visual aids – photos taken at a number of sites in the district – illustrating advantages gained from positioning on approach to hazards. Clare, bless her cotton socks (a phrase my mother always used but I still do not understand) said 'oh yes I remember taking those!' (Clare had been the photographer whilst I drove a number of hazards.)

In his Review Chris thought I should have asked about homework set by a previous Observer and set a development plan – both difficult given I had a qualified driver – but the point was taken.

### **Driving Phase**

After a few questions we then went into the driving phase, which I had thought this would be my strong point but it was not.

I chose to drive comfortably within speed limits and conservatively – too much so as it turned out. I had chosen a particularly bumpy piece of rural road so in my defence said I did not want to give him an uncomfortable ride so that he could not write up his comments. Also when driving for associate advice had been not to overloading them with too much information so I had tried to tune down the drive. I think Chris would have appreciated a more positive style but by then it was then too late. Still he gave me positive and constructive feedback so all was fine.

Before the day I had been very nervous but Chris had made it enjoyable, or as much as a test can be, so thanks go to Chris for helping me to relax into the two drives on the day and also to Clare for being my victim for the day.

Bob Stone



## WHATS ON IN THE NEAR FUTURE

### SEPTEMBER

|                           |                                              |                                         |
|---------------------------|----------------------------------------------|-----------------------------------------|
| Sunday 8th                | Guidance                                     | 9.30 Sainsbury's Car Park               |
| Saturday 14th             | Guidance                                     | 9.39 Sainsbury's Car Park               |
| Thursday 19 <sup>th</sup> | Social -<br>John Rogers<br>Derby DrivAbility | 7.30 p.m.<br>Club Chesterfield          |
| Tuesday 24 <sup>th</sup>  | Committee Meeting                            | Chesterfield Library<br>Café, 7.30 p.m. |

### Future Dates: - October

|                                |                          |
|--------------------------------|--------------------------|
| Conference                     | Saturday 5 <sup>th</sup> |
| Caravan at Chesterfield Market | Saturday 5 <sup>th</sup> |
| Guidance                       | Sunday 6 <sup>th</sup>   |
| Guidance                       | Saturday 12th            |
| Social – Mark Hallam (TBC)     | Thursday 17th            |