

SEPTEMBER 2017

ISSUE 9/17



**CHALLENGE
CHESTERFIELD ADVANCED MOTORISTS
GROUP NEWSLETTER**



iam.chesterfield@gmail.com

GROUP CONTACT: secretary@chesterfield-iam.org.uk

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

REGISTERED CHARITY NUMBER 1017471

COMMITTEE MEMBERS AND CONTACTS

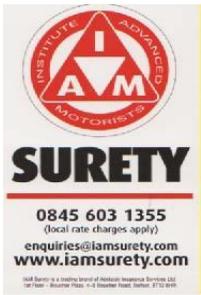
PRESIDENT	SELWYN GOUGH	01773 874638
CHAIRMAN	DOMINIC BOOTH	0782 1464483
HON. SECRETARY	BOB STONE	01246 568894
TREASURER	JEFF SNAPE	01246 567058
WEBMASTER	DOMINIC BOOTH	0782 1464483
GUIDANCE OFFICER	ROGER BATES	01246 276629
OBSERVER TRAINING OFFICER	RAY PARKER	01246 206959
SOCIAL SECRETARY	SIL KINDER	01246 557979
MEMBERSHIP SECRETARY	MAYNARD STEPHENS	01246 235074
ASSOCIATE LIAISON PERSON (ALP)	PAUL DALY	07984 722777
GENERAL COMMITTEE MEMBERS WITHOUT	JOHN NORTH TONY POPE	

E-Mail Contacts

HON.SECRETARY	robstone@aol.com
GUIDANCE OFFICER	rogsbates@hotmail.co.uk
GROUP	iamchesterfield@gmail.com
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 **Bob Stone** on **01246 568894** 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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Road Rally/Treasure Hunt reminder:

Saturday 9th September, starting at Nether Chander Hill Layby which is beyond Chatsworth Road heading out of town, on the left, same as last year. Bring your own picnic/chairs etc . From 12 noon onwards, after guidance.

The Road between two Arches.

In July we took a break down to Woburn and Milton Keynes for its 50th City anniversary. Now as you know I do not mind motorway driving at all, but this time I decided to come off the motorway and relive some of my early driving career by taking the A5 which runs almost parallel to the M1 down to London. This was always my backup plan when the M1 was not working.

The A5 was constructed and commissioned by a certain Thomas Telford after the Act of Union between England and Ireland said that it would be a good idea to have a road linking the two together. This made it the first major civilian state-funded road building project in Britain since Roman times. Responsibility for establishing the new route was awarded to the famous engineer, Thomas Telford. Starting at Marble Arch in London it ran for 181 miles, based on the original Roman Road of Watling Street, and went all the way to the Admiralty Arch in Holyhead.

Enough of history lessons. The A5 is still now a cracking good road on the section that I took down to the Milton Keynes area, with a good surface, visibility, well marked, with nice long straight roads and very few roundabouts. Also some interesting stopping places to look over and take a break, such as Lutterworth, Rugby, Daventry and Towcester to name just a few.

As regards Milton Keynes, I will leave that to another day, you would want a book to describe driving around that city.

Selwyn

What do you call a country where everyone has to drive a pink car?

A pink car nation

(Presumably with a white sports coat?? Editor)

Those of you under 60 won't understand the above quote!

First Observer Training Night

A big thank you to the following people who turned out and joined me for our first training talk - Bob, Mike, Sil, Roger, Neil, Dom, Tony and Bill and David from Matlock.

I started the night with a few observations that I have come across with associates,

Firstly, A good precise cockpit drill which people need to understand is not just something we say to please observers and examiners, it is there for a good reason. How many people swap cars or vehicles for work, are all vehicle controls the same, what about tyres for wear and pressure or even damage? Think about it.

Secondly, I covered IPSGA. Again, this is the system of car control which should be used in our everyday driving. Yes, I can see when associates, and observers, are using it but our friends the Examiners want to hear you put it into use. In your commentary when taking a junction or roundabout or any kind of hazard speak through the system as you use it, then the examiner knows full well you understand it.

Thirdly Limit Point. Only recently did I hear an associate actually talk me through the limit points. This took me by surprise a little because she both knew it and understood it. Now this we want to see more of. No need to say more.

Lastly, time out. Just to quickly point out that on Guidance weekends one hour is enough unless it is a pre or mock test. During mid-month training you can take as much time as is needed within reason. I have always said two hours is enough. Only take longer if pre-arranged with your associate.

These were the main points I wanted to cover and I was pleased it promoted good discussion.

I gave out a cockpit drill but soon found out we have a better copy which I will get and give out again as soon as I get it. A good point from Bill was they use motorway services as a way of seeing how associates use parking areas and how they park. A good idea we should adopt.

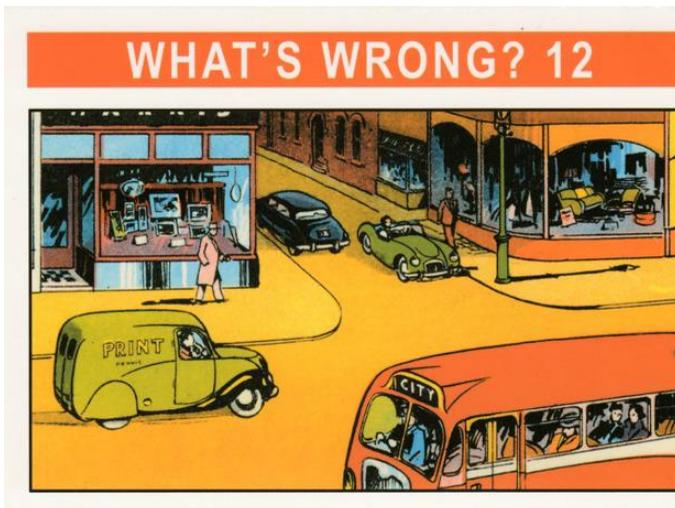
A question that I always get asked, can we cross the white lines when trimming bends. This provokes so many answers and not always the same ones. You can trim a bend [not cut] two wheels just over the white line seems to be acceptable but not the whole car. Talk to your observer about this for clarification.

At this stage, I handed over to Bill and David for a talk on marking. We as you all know had a five-stage marking which seemed to work well. The IAM then deemed to give us only a three-stage marking. This has proved awkward as some observers are putting in extra figures to show progress. Whilst I am not against it I do want to see the simplest method and one we all know. Bob, Roger and I will get together and settle this one way or the other.

Finally, we wound up the meeting deciding that possibly four training nights per year should be enough for us.

Thanks once again for a good night. If there are things you want us to discuss bring them to me and I'll put it up for discussion.

Ray Parker



Answer later in the newsletter

IAM day at Silverstone and Bob was having a little trouble!



The three of us then had a go on the Batak machines which test your reaction times. Really quite difficult Especially if you are short in stature!

Father and son battle it out on the giant Scalextric.



Diary Dates

SEPTEMBER 2017

Sunday 3 rd	Guidance	9.30 am Sainsburys car park
Saturday 9 th	Guidance	9.30 am Sainsburys car park
Saturday 9 th	ROAD RALLY/TREASURE HUNT , after guidance	See page 2
Wednesday 13 th	Lunch group.If there is no room in the car park, you can park in the road to the side. Table booked in Kathy's name.	Chesters, Sheffield Road, S41 7JH - 1 p.m.
Thursday 21 st	Social – No speaker arranged – probably some videos to watch.	7.30 pm St Thomas' Centre
Tuesday 26 th	Committee Meeting	7.30 pm Chesterfield Library Café

Future Dates: - OCTOBER

Guidance
Lunch group
Social,
Committee Meeting,

Sunday 1st, Saturday 7th
Wednesday 11th
Thursday 19th
Tuesday 31st (Halloween fancy dress optional)!

Answer to Selwyn's 'What's Wrong' = shadows.