



MARCH 2018
Issue 3/18

CHALLENGE
CHESTERFIELD ADVANCED MOTORISTS
GROUP NEWSLETTER

facebook



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REGISTERED CHARITY NUMBER 1017471

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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 **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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Apologies that this month's newsletter is a bit thin on the ground but we only got back from a holiday Sunday lunchtime (25th - a day late due to airline problems)!

Yvonne, Editor

GPS V SPEEDOMETER A plea from Mike D.

Recently there has been a lot of column inches given over to the subject of speeding and fines, with a possibility of points being given for less tolerance than at present. Apart from being almost impossible to administer, most would be contested on the grounds that most speedometers are not 100% accurate and can even be affected by tyres having varying tread depths as they wear altering the rolling diameter of the wheel as rotation via a prop shaft or driveshaft is used to measure speed. In older cars a mechanical link through the gearbox was used but now of course it is electronic.

Let's do some sums. If the powers that be are going to allow 10% plus 2 mph let's take a speed of 70mph indicated on the speedo.....it is possible that the speedo may read 10% fast (they are prohibited by law from reading slow), so the true speed could be as low as 63mph, so to be at 79 mph true speed, which is allowed by most forces, a speed of 88mph will be indicated!!(88, 10% = 8.8, 88 - 8.8 = 79.2)!! More worrying though, is to break the 35mph barrier (30mph + 10% +2) the indicated speed could be 39, and still just legal.

Setting my cruise control to exactly 50mph, say in road works or similar, everyone seems to be travelling at the same speed suggesting most speedometers are somewhere near the same, BUT is the 50 indicated true 50 or 49, 48, 47.....?

One thing I do not have on my sat nav is GPS, so if anyone out there has this facility, I would be grateful to know how accurate your speedometer is as the more comparisons that can be made, the more we can be confident in not incurring penalty points, knowing we can show slightly above 70mph indicated, after all 79mph indicated may only be 71mph true speed in reality !

Views please.

Mike Dickerson.

Taken from an article by Peter Soul of Thames Valley IAM – with permission

A PHYSICIST WRITES . . . (February 2018)

Looking back at my recent columns, I notice several topics that need updating! Let's start with electric cars (which I discussed only last month): I mentioned that public charging points for them would become more common. Naturally I was thinking of fixed terminals that you need to drive up to (probably having queued for a while). But now I've seen news of *mobile* charging units, to be imported from the United States by BP and installed on its forecourts for testing.

Except that being mobile, they won't need to be installed – hence there will be some cost-saving (for BP) from the start. And not only can the charger be wheeled across to your car, but it could also be moved to another site, or even to a vehicle that has run out of juice on the road.



The charger is itself battery-powered of course, and is normally recharged from the mains overnight. It's then capable, during the day, of giving a decent fast-charge to about half a dozen cars (or more, if it can be kept connected to the mains by a suitably long lead for some or all of the day).

The National Grid should be in favour of this (fairly new) piece of equipment, as it will reduce the 'spikes' in demand from electric cars being fast-charged directly from the mains. And there's another technical benefit: the batteries in the charger are lithium cast-offs (from cars) that have lost some of their capacity but are still capable of doing this stationary job!

It would be feasible for any business with a staff car-park to invest in some mobile chargers, detailing off an employee to manage them. Though this points to the main uncertainty about their future everywhere: will the cost of an attendant's time outweigh the savings from convenience of installation and use?

By coincidence, on the newspaper page where I first read about mobile chargers was a report of a project to make use of those electric vehicles that *are* plugged directly into a mains charging-point. Focusing first on firms with electric fleets, the idea is to use their batteries as storage for the National Grid.

A big problem for the grid has always been how to balance supply and demand, in the absence of any sizeable storage capacity. But with thousands (and soon millions) of vehicle batteries being plugged in for charging, why not employ them at the same time for supporting the grid when, say, wind and sun power are in short supply? All that's required is a control system to ensure that each battery still ends up fully charged – and an inverter-box, like the one that's fed by the solar panels on your roof for changing their DC output to AC.



Tuesday 6th March Annual Quiz Matlock IAM
7.30 Whitworth Centre, Darley Dale

Anyone interested in making up a team please let Bob or myself know.
(01246 568894)

Chesterfield Group are welcome to attend Matlock events.



Lunch Group, February 14th, at The Highfield, Newbold Road

Photo courtesy of Colin Wilkinson, with thanks

Diary Dates

MARCH 2018

Sunday 4 th	Guidance	Sainsbury's Car Park, 9.30 a.m.
Tuesday 6 th	Matlock IAM Social	Matlock Annual Quiz, 7.30, Whitworth Centre, Darley Dale. Chesterfield welcome to participate with a team.
Saturday 10 th	Guidance	Sainsbury's Car Park, 9.30 a.m.
Wednesday 14 th	Lunch Group, 1 p.m.	White Hart, Top Road, Calow S44 5TE
Thursday 15 th	Social – Chris Elkin from Derbyshire, Leicestershire and Rutland Air Ambulance	7.30 pm St Thomas' Centre, Chatsworth Road
Tuesday 27 th	Committee Meeting	Chesterfield Library Café, 7.30 pm

Future Dates: - April 2018

Sunday 1st	Guidance (also Easter Sunday)
Saturday 7 th	Guidance
Wednesday 11 th	Lunch group
Thursday 19 th	Social – David North, Orthodontic Technician
Tuesday 24 th	Committee Meeting

