

# CENTRAL SOUTHERN ADVANCED MOTORISTS

[www.iamroadsmart.com/groups/centralsouthern](http://www.iamroadsmart.com/groups/centralsouthern)

## NEWSLETTER AUTUMN 2016

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## From the Editor

Well, at last we are (as I write) enjoying Summer and have the incentive to dust off the barbecue and get out the sun-beds. Of course the down-side of good weather, if you live anywhere near the coast, is that it brings with it the inevitable traffic jams. The A27 around Chichester has recently been even worse than usual. I fear that by the time the problems on the A27 around Chichester are sorted I shall long ago have surrendered my driving licence ...



Many thanks to the contributors to our Autumn Newsletter - some 'regulars', some occasional, some new; this is, I hope you will agree, another good edition. I am immensely grateful to all of you: please keep it coming!

Chairman Dennis has recently had quite a bit of involvement with the Under 17 Car Club, which works with budding young driving enthusiasts. You will see that this issue contains not one but two very interesting articles about the Club. How I wish there had been something like that in existence when I was that age: as I said to Eloise, I would like even now to have the opportunity to enjoy driving some of the vehicles she has tried out over the last few years!

Best wishes;

**Tina**

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## Events

Well here we are, plodding on towards Autumn. We have had some interesting events over the past few months. Thank you to all those who actually do the organising.

The Walking Treasure Hunt round Littlehampton was great fun. It was a first for me. I was part of a trio. We tried a new tactic and made up cryptic answers to what were apparently straightforward clues! We went home tired but happy after finally refreshing ourselves at The Oyster Catcher at Clymping. I regret missing several of the events which I heard were well attended and good fun.

I am looking forward to other events arranged for September onwards. Don't forget to check on the website before events for the most up-to-date details.

Unless otherwise indicated, friends, family and members of the public are very welcome to attend all our events.

**Glenda Biggs**

Events Co-Ordinator

## CSAM Diary

### **Sun 4 Sept**

9.30 am - noon

[NCP](#), Chichester

**Free Observed Runs** with one of our highly qualified Observers for Associates and members of the public. Full Members are also encouraged to book a refresher drive. Contact [Glenda Biggs](#) or [Gary Smith](#). (NB - First Sunday this month because of Goodwood Revival)

### **Tues 13 Sept**

7.45 for 8.00 pm

[PCC](#)

**Talk on tyres** to be given by **Nick Elverson**, Roadwheel Tyre & Exhaust Ltd

### **Thur \*22 Sept**

7.00 pm

[Billingshurst Centre](#)

**CSAM Committee Meeting** - all welcome. **\*Amended date**

### **Sun 9 Oct**

9.30 am - noon

[NCP](#), Chichester

**Free Observed Runs** (see 4 September for details)

/continued ...

**CP:** Car Park

**BC:** [Billingshurst Centre](#), Roman Way, Billingshurst, RH14 9EW

**NCP:** [Northgate Car Park](#), Chichester (exit from eastern side of large roundabout)

**PCC:** [Pagham Church Centre](#), Nyetimber Lane, Pagham, PO21 3JT



# CENTRAL SOUTHERN ADVANCED MOTORISTS

## **Tues 11 Oct**

7.30 pm

[Billingshurst Centre](#)

**CSAM AGM**, with Guest Speaker **SHAUN CRONIN**, Regional Quality Manager. This is arguably CSAM's most important meeting of the year. Do come along and bring a guest and/or a friend.

Shaun Cronin, our Guest Speaker, will speak about his rôle as Regional Quality Manager, but his main topic will be the Under 17 Car Club, where he is a leading light. This will be a very interesting evening and all Members are encouraged to attend. (See P8 for official Notice)

## **Saturday 5 Nov**

9.30 am

[Lancing Leisure Centre](#),  
Lancing, BN15 0PH

**Observer Training Day.** Any Member interested in becoming an Observer is very welcome to come along. If you wish to attend, please contact [Gary](#).

## **Tues 8 Nov**

7.30 pm

[PCC](#)

**A Talk-Presentation on Examining**, to be given by **Colin Thaxter**. Come along and learn from Colin (one of our senior Examiners) about being an Examiner for the Advanced Driving Test. There will also be a chance to ask questions and possibly to pick up all sorts of other tips - so don't miss it!

## **Sun 13 Nov**

9.30 am - noon

[NCP](#), Chichester

**Free Observed Runs** (see 4 September for details)

## **Sun 11 Dec**

9.30 am - noon

[NCP](#), Chichester

**Free Observed Runs** (see 4 September for details)

Members are reminded that they are very welcome to attend meetings of the Chichester and Eastern Forums. For details of meeting dates, etc, please contact:

### **CHICHESTER**

TEAM LEADER

**BERNARD TIMBERS**

[bpt004@gmail.com](mailto:bpt004@gmail.com)

01243 527562

### **EASTERN**

TEAM LEADER

**JEAN CLARK**

[vicechair.csamcar@iamgroups.org.uk](mailto:vicechair.csamcar@iamgroups.org.uk)

01444 246096

This is the official Newsletter of the Central Southern Group of Advanced Motorists.

Opinions and ideas expressed are those of the individual correspondents and do not necessarily represent the views of the Group nor of the [IAM](#).

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## From the Chairman



It is so important to do a "lifesaver check" before overtaking or changing lanes. I know you have all heard that before but I have absolutely no hesitation in reminding you as I have recently witnessed the outcome of what can happen if you don't do it.

I was in Croatia, which is a beautiful country with excellent roads and overall a good standard of driving. However, I was on a straight road which was completely clear ahead, the front car of four vehicles. It was a beautiful hot, sunny morning which suddenly took on a new perspective. The small white van (no don't go down that route as he was blameless) decided to overtake car number three and possibly two and one, me, as well. What I saw was all in my off-side mirror so was snapshot views only. The van was alongside car three, who then decided to do an overtake as well: she moved out and found herself up against the van alongside. The van was able to complete the overtake but the lady driver completely lost control, all over the place, spun twice, hit a curb and turned the car over. Fortunately, her resting place was in bushes opposite a small lay-by with three cars parked up, whose occupants quickly rushed to her assistance. They successfully got her out, she was very shaken but otherwise, on the face of it, uninjured; the car was a write-off. We stopped and returned to the scene but could offer no further help and it was agreed that we went on our way. She was very, very lucky, so please always do a lifesaver check before you do an overtake or change lanes.

Some time ago I told you that the [iAM](#) RoadSmart headquarters were moving from Chiswick and I can now advise you that they will be relocated at Albany Place, Welwyn Garden City, Hertfordshire. Fitting out is taking place and it is expected that the move will be completed by Christmas. As soon as more information is available I will let you know. The opportunity is also being taken to review the field staff positions - i.e. Regional Operations Managers and Regional Quality Managers - and I will keep you apprised of developments there. It looks like we will be reverting to eight areas rather than the current four regions ... seems familiar to me!

The CSAM Annual General Meeting will take place on Tuesday 11<sup>th</sup> October and the formal notice of the event is in this Newsletter. We will be sending a full agenda with Officers' reports so that you will be aware of the content before the day. As you know, I have been advertising for a new Vice Chairman and a new Treasurer in recent issues as part of our succession planning, and I am delighted to say that we have a nominee for each of the positions subject, of course, to voting and any other Members who want to put their names forward.

Due to other commitments Lynette Woodward is having to stand down from the ICT rôle at the AGM, so we also need a new person to fill her shoes. This is the media rôle, so we need someone who is familiar with and would like to keep our Facebook and Twitter feeds up-to-date. So please someone come forward. Don't worry if you think you have insufficient knowledge of how the Group works, as you can always use the expertise of the other Officers to help respond to comments if need be. This form of communication is the way forward so we need someone to develop it still further. Please talk to me or to any of the Committee for more information.

/continued ...

Whilst the AGM has its formal part we hope to get that out of the way promptly, as I like to think that the main event is our speaker. Shaun Cronin, our Regional Quality Manager, will talk briefly about his job, but the body of his presentation will be the Under 17 Car Club, of which he is a leading light. This club teaches under 17s how to drive a car on roads before they join the rest of us on the public highway. You will find what he has to say most interesting. This a fascinating way of getting young drivers to be so much safer when they first take to our congested roads and we, as a Group, want to develop the link more closely as we see this as a way of attracting good younger drivers to our numbers. Gary Smith and I recently went to one of their events and were most impressed with what we saw. Come and hear what Shaun has to say: you will be surprised.

Finally, my Croatian is not very good - no that's a lie, it is non-existent, so that is probably why, at the scene of the accident, everybody was happy for us to go on our way so as not to confuse matters. I should point out we weren't material witnesses. Whilst the event took place over a period of about 5/6 seconds with only snapshot views from my seat it is amazing how your mind plays tricks on you about what actually happened. Joey and I spent a lot of time during the day reflecting on what had happened, and this situation was relatively straightforward. It makes you understand how opinions vary and unravelling just what happened becomes very complicated when there is a multiple accident in poor conditions.

Drive carefully.

**Dennis**  
Chairman



## PLEASE NOTE

*The deadline for contributions to  
the CSAM Autumn Newsletter is  
**Monday 31 October 2016***

## Chief Observer's Corner

We have a total of 37 Observers: 11 National, 12 Local and 14 Trainees.

All Observers are now using the new material for training Associates for their Advance Driving Test: it is proving to be much better for the Associates and easier for Observers. If you would like to see a copy of it then please get in touch with me.



If you might be interested in becoming an Observer and would like further details, then please get in contact with me. Currently we have no Observers in Brighton and there is currently a waiting list of Associates there waiting for an Observer. So, as you can see, we desperately need Observers in Brighton.

By the time you read this, the date of our next Observers' training day should be fixed - hopefully it will be in November.

**Gary Smith**  
Chief Observer



## NOTICE OF THE 2016 ANNUAL GENERAL MEETING

**NOTICE IS HEREBY GIVEN** by order of the Group Committee that the third Annual General Meeting of **CENTRAL SOUTHERN GROUP OF ADVANCED MOTORISTS** will be held on Tuesday 11<sup>th</sup> October 2016 at 19.30hrs at the [Billingshurst Centre](#), Roman Way, Billingshurst, West Sussex, RH14 9QW to enable the Trustees of the Group (Registered Charity No. 1079142) to present their Annual Report and Accounts for the year ended 31 August 2016 for approval by the Group Full Members.

Secretary: David Stribling  
3 Haywards Court  
Armory Lane, Portsmouth  
Hampshire, PO1 2PH

Date: 29 August 2016  
Group No: 2010

All Group Full Members, Associates and Friends are invited to attend but only Group Full Members (i.e. current Full Members of both the [IAM](#) and of the Group) may vote.

A Member entitled to vote at the General Meeting may appoint a proxy to vote in his or her stead. A proxy need not be a Group Full Member.

Nominations are invited from Full Members to stand as Officers or Committee Members. Nomination Papers are available from the Secretary, [Dave Stribling](#), and must be returned to him **at least seven days before the election** either by post or by email (Rule 3.5).

## The Eastern Forum is looking for an Events Co-Ordinator

**Are you an organised person who has a little time on your hands?**

**No, we're not either ...  
but is this something which you think might appeal to you?**

The Forum covers the area to the east of Billingshurst, formerly covered by the Horsham & Crawley and Brighton Area Groups. Jean Clark and her team are very keen to develop CSAM's 'footprint' in the local area, and they are looking for someone to help put into practice the Forum's suggestions for their programme of events throughout the year.

Jean would be delighted to speak to anyone who feels that they might be interested in this key post, so please get in touch with her:

**JEAN CLARK**

[vicechair.csamcar@iamgroups.org.uk](mailto:vicechair.csamcar@iamgroups.org.uk) ~ **01444 246096**

## Membership Mumblings!

As normal, the membership figures come first. Central Southern Advanced Motorists have 308 Full Members, 74 Associate Members and 2 'Friends' Members, giving a total current membership of 384. These figures are a little up since the last Newsletter, but all the time people are joining or allowing their membership to lapse.



I would like to welcome the following new members to Central Southern Advanced Motorists: Joanna Schmidt, Cliff Rush, Gordon McAllister, Zoe McAllister, Benedict Goddard, John France, Richard Cooper, Kitty Hagenbach, Nadia Casimir, Paul Brewerton, Judith Bartlett, Mike Powell, Jordan Morey, Marcus Bloomfield, Elise Gayler, Phillip Butler, Russell Grace, Simon Coats and Bradley Gayler, who have joined as Associate Members since the last Newsletter's editorial deadline. I look forward to meeting you all at the various events the Group will be holding.

By the time this edition hits the streets, as they say in newspaper publishing, most of you will have had your summer holiday and it will be a rapidly dimming memory. On the horizon are our AGM and the second Observer Training Day of the year. It is by the passing of regular events that the passage of the year is judged. This has been a busy year for both [IAM RoadSmart](#) and Central Southern Advanced Motorists as we absorb the changes that have come our way. If you can make it to the AGM you will get a better understanding of what a year it has been.

After my last appeal, more Members have agreed to make their subscriptions Gift Aided, which helps produce funds for the Group and costs Members nothing at all. If you have not already Gift Aided your subscription and if you qualify as being able to, i.e. you pay sufficient tax, then please give the idea further consideration.

Once again I would ask any Members whose contact details have changed to please send me an update using my email address below.

Finally Members, or drivers wishing to become Members, or anyone requiring more information, can reach me by email at [membership.csamcar@iamgroups.org.uk](mailto:membership.csamcar@iamgroups.org.uk) or by 'phone on 01329 483661, Monday to Friday evenings after 17:30 or please try any time at weekends. There is an answerphone for when I am not in.

Safe Motoring.

**Andy Wilson**  
Membership Secretary

If you're thinking of getting an electric car - or even if you're not - we strongly recommend that you have a look at this video:

[The new battery-operated Mercedes car](#)



## Associates' News

Since the Summer Newsletter there have been fourteen successful candidates, **including seven F1RSTs**.

Many congratulations to them all, Associates and Observers alike.

| <b>Associate</b>        | <b>From</b>           | <b>Observer</b>         | <b>Examiner</b>         |
|-------------------------|-----------------------|-------------------------|-------------------------|
| Sean Mungavin           | Horsham               | Oliver Farley           | Nick Illingworth        |
| * <b>Stephen Butler</b> | <b>Bognor Regis</b>   | <b>Gary Smith</b>       | <b>Colin Thaxter</b>    |
| Bill Woods              | Havant                | Andy Wilson             | Alan Ware               |
| * <b>James Muir</b>     | <b>East Grinstead</b> | <b>John Chisholm</b>    | <b>Nick Illingworth</b> |
| Christian Perress       | Hedge End             | Dave Stribling          | Keiron Parsons          |
| Abigail Foster          | Waterlooville         | Malk Monro              | Tony Johnston           |
| Jackie Porter           | Worthing              | Jamie Tingley           | Raymond Shayler         |
| Duncan Ford             | Chichester            | Phil Coleman            | Colin Thaxter           |
| * <b>Lucy Funnell</b>   | <b>Pulborough</b>     | <b>Kevin Hopkins</b>    | <b>Adrian Short</b>     |
| * <b>Helen Rodgers</b>  | <b>East Grinstead</b> | <b>Vince Clarkson</b>   | <b>Nick Illingworth</b> |
| * <b>Anthony Book</b>   | <b>Hove</b>           | <b>Vince Clarkson</b>   | <b>Nick Illingworth</b> |
| * <b>Vijay Hajela</b>   | <b>Henfield</b>       | <b>Howard Masterson</b> | <b>Nick Illingworth</b> |
| Catherine Hargaden      | Emsworth              | David Burden            | Colin Thaxter           |
| Robin Taylor            | Hayling Island        | Phil Coleman            | Colin Thaxter           |
| Carol Anderson          | Bognor Regis          | Sally Franks            | Colin Thaxter           |
| Matthew Fynn            | Southwater            | Kevin Hopkins           | Tony Richardson         |

Thank you once again to all of our Observers who send in regular reports. This is a great help in keeping up with the progress of our Associates. Sometimes people need a gentle nudge to persuade them to carry on. I believe that nerves as well as pressures of everyday life can set us back. It is well worth sticking in there if people possibly can, because when we receive our certificates we get such a 'warm glow', and feel confident when we are on the road that we are much safer drivers.

I cannot understand why sometimes people do not proceed with their driving sessions even though their package is paid for. Our waiting list is growing again, especially in the east of our district, and I know that some of these people will not proceed. I have tried to find out how people hear about us. Frequently it is by word of mouth, which is generally a tried and tested route of publicity. However, in some cases individuals have had a run in with the law and attended various programmes. They pick up our leaflet and agree to come on the course. They pay the fees, but the sessions are not taken up.

/continued ...

**Want to know how to  
MAKE A SMALL FORTUNE?**

See page 21 to find out!



It is difficult to keep a hold on the reins when Associates do not respond to 'phone calls and emails from our busy Observers or me. Occasionally we all get frustrated if people do not have the courtesy to reply, as we are all volunteers and lead busy lives.

On the whole, this is one of the best jobs I have had the privilege to do. People are interesting to chat to, and Observers keep me in the loop. Thanks to everyone for your continued support.

**Glenda Biggs**

Associate Liaison



**DECADE OF ACTION FOR  
ROAD SAFETY 2011-2020**

## Remembering David Ovenden, former Chairman and President of Chichester & District Group of Advanced Motorists

David Ovenden, who passed away on 14 July 2016, was for many years an active IAM member in many areas of Sussex. Our condolences go to his wife Jill.

David was a Sussex man and, after service in the RAF, joined East Sussex Police in 1957. He became a traffic officer in 1959 and served in various parts of the county until his retirement in 1984. As a traffic officer he drove cars and rode bikes. He spent 10 years as an instructor with the Police Driving School which was based in Chichester at that time. He was a keen member of Brighton Advanced Motorists.

When, in 1973, a sub-group based on Chichester was suggested, David set about making that happen. He became the first chairman, and led from the front for several years. His enthusiasm for driving was infectious and, along with several colleagues from the driving school, he got advanced motoring flourishing in the far western side of Sussex. He was involved with the Sussex Young Driver Competition for all the years it took place. The competition was organised by representatives of all groups in Sussex: heats were held across both East and West Sussex and culminated in a final event on Maderia Parade in Brighton. At David's behest we all ensured we got over there early to marshal and support the youngsters taking part.

When he retired, David then joined the IAM's staff as Deputy Chief Examiner. His daily commute was often up to Chiswick. He spent several years there at a time of change, including the start of courses being offered to firms for their employees. Even in retirement David found time to help in various ways with support and advice to those starting to run their local group and those who wanted to go on to be driving instructors.

David was a goodly part of advancing driving in Sussex and will be missed by those who knew him.

**Sally Franks**

## The Under 17 Car Club



Hi, I'm Eloise Peabody-Rolf. I am the [iAM](#) RoadSmart 'Young Driver Ambassador', but also a marshal at the Under 17 Car Club. I was a member of U17CC for six years and reached the final grade, X.

The Under 17 Car Club is aimed at 11-17 year olds and is a 'not for profit' road safety organisation run by volunteers. This year, 2016, we're celebrating our 40<sup>th</sup> anniversary, and over the years the Club has had plenty of experience in developing thinking young drivers.



The Club has about 250 members and is open to anyone who is tall enough to drive and is between the ages of 12 and 15 years during the year they join, although once a member you can drive with the Club until you are 17. It's run by adult volunteers, mostly parents and former members, who are all passionate about road safety and teaching good driving skills and habits to young people.

*... and this is me aged 11!*

The Club has a grading process which structures the learning. You start at grade 5 and work up to grade 1, although some reach the final grade, X, so there is always plenty to learn and practice. It's a very practical approach to learning, with a wide variety of related activities, not only driving skills, including theory tests at all grades, hazard perception tests, skid pan courses, brake and avoid exercises, motorway simulation sessions, night driving, learning how to do driving commentaries, opportunities to drive vans, artics and buses, plus first aid and mechanical knowledge courses.



*First Double-Decker Bus*



*Team Challenge*

As a member, the Club gave me the opportunity to drive over 300 vehicles and have approaching 1000 hours driving experience before I got out onto public roads. I found that not only was the Under 17 Car Club great fun - it certainly made my friends jealous - but also I learnt vital skills before I went out on the road on my 17<sup>th</sup> birthday. I found then that whilst my friends were struggling to grasp the gears, I was concentrating on the system of car control. U17CC drivers are more experienced and safer road users, who are less likely to be involved in an accident. Surveys have been conducted on Club graduates, and these show members have a significantly lower accident and conviction rate compared to their peers.

*/continued ...*



The U17CC is very proud to say we are the only under 17 (pre-licence) driver training organisation whose training programme is accredited by [iAM RoadSmart](#).

The U17CC Charitable Trust offers two pre-licence driver schemes. The first is the Under 17 Car Club. The Club's methodology is based around the young person learning to drive in their "associate's" (generally a parent, family member or guardian) car, with their associate being the primary instructor, supported by the Club's team of experienced, volunteer instructors. This makes the U17CC stand apart from other pre-licence driver schemes, and I personally think it not only encourages the ability to drive and learn the safety aspects of driving - including the importance of confidence - but also builds a level of trust between the



*Long Marston*

parents and children. I must admit being confined in a car with your parents every Sunday isn't on most children's bucket list and there have been arguments!; however, I do believe that I wouldn't have the strong relationship I have with mine now without it.



*MG TD*

The other programme run by the trust is Pathfinder. This is based on the U17CC's unique methodology and was developed from it. It is aimed at 'rising 17s' (15-17 year olds, although it's not restricted to that age range). It is five intense days where students achieve the essential driving competence, attitudes,

and understanding to become safe drivers. I've gone to help at various Pathfinder programmes and it is amazing to see nervous parents and children on Day 1, and the progress they've made by the end of the week - it's incredible. People who have taken part in Pathfinder feel it is definitely a safe, secure environment for students AND parents/guardians to have fun together and build an understanding and trust.

If you want to find out more about either of the schemes run by the Under 17 Car Club Charitable Trust please feel free to look at our websites, and if you have any questions please feel free to ask me ([eloisepr@btconnect.com](mailto:eloisepr@btconnect.com)) or email the Club using the 'Contact us' page on the website. If you are interested in coming along to an open day to experience what we do, please see the link on the website or contact me directly.



*Castle Combe*

/continued ...



Here are some useful links:

<http://under17-carclub.co.uk/#u17cc>

<http://under17driver.co.uk/#the-pathfinder-project>

<http://under17-carclub.co.uk/opendays/>

## Eloise Peabody-Rolf

iAM RoadSmart Young Driver Ambassador



*As Members may have noticed, Eloise has been appointed an iAM RoadSmart Young Driver Ambassador, as announced in a recent blog:*

<https://www.iamroadsmart.com/media-and-policy/news-and-insights/blog-post-details/advice-and-insights/2016/08/03/let's-support-younger-drivers>

*She has been invited to assist with the iAM's Young Drivers initiative during her forthcoming gap year. Congratulations, Eloise: this is a marvellous opportunity for both you and the iAM.*

*Find out even more about The Under 17 Car Club, its aims and objectives on P22.*

*Ed.*

Don't forget to keep an  
eye on the following useful sources:

The iAM's "[Advice and insights](#)" pages

Driver & Vehicle Standards Agency: sign up for [Highway Code email alerts](#)

Operation Crackdown, where drivers can report illegal/unsafe  
driving (by others, of course!): [www.operationcrackdown.org](http://www.operationcrackdown.org)

Members may find this video of interest. It features research done by  
iAM RoadSmart, with Aston Martin GT racer Darren Turner as the  
'subject', and shows how even experienced drivers have difficulty  
dealing with distractions while driving.

[www.youtube.com/watch?v=IdNOskBcm90](http://www.youtube.com/watch?v=IdNOskBcm90)

## Cards of the past: signs of the times - John Chisholm entertains CSAM on 21 June

### *A 'Tour of Sussex' with Postcard Artist Alfred Robert Quinton*

John can be justly proud of his very long association with the IAM and many advanced drivers to-day, including the current writer, owe him a debt of gratitude for wise instruction. On Tuesday the 21st he stepped into the breach once more and gave us a most entertaining talk in double mode at our meeting in Burgess Hill. We switched rooms to avoid the June evening sunshine spoiling the slide show and a full room heard with increasing interest about Sussex and its presentation in the past.



*The Lawns, Hove*

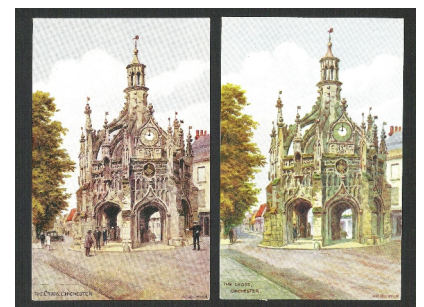
What made this most engaging was the recognition of many of the views and added to that the revisions to postcard images to up-date them over time. We all saw Cowdray Ruins, still much the same to-day as fifty years ago, and West Parade, Bognor, in two versions, one Edwardian and the other with notably shorter length to ladies skirts and revised motor cars to reflecting a later more up-to-date view. Some of the pictures seemed deliberately old fashioned and nostalgic, with thatched roofs and climbing roses; the roads were embellished with horse teams and hay wains -- but what was this?! -- the same team and wagon from several cards and some from the Lake District. The artist had a whole book of tracings of 'standard' images -- rustic types, children, dogs, flocks of sheep and wagons -- which were inserted into different scenes to lend 'local' interest and colour.



*The Pier & Harbour*

Of course, by no means all of these cards were made up in this fashion, but were the result of persistent hard work in watercolours by A.R. Quinton. He must have produced several paintings a week and many were reproduced as postcards by Joseph Salmon, the forerunner of J Salmon Ltd, the printers and publishers of Sevenoaks who are still with us today. Quinton lived from 1852 to 1934 so he saw the hey-day of day tripping and coastal holidays. Postcards became as much part of the holiday ritual as did sand castles and dipping in the chilly sea; a week's break was celebrated by a 'wish you were here' rapid communication home and the colourful card told more than the uncertain scrawl on the reverse. Nowadays they're worth anything from a few pence up to £50 for the rarer views.

The views were both rare and familiar in John's tour which began near Crawley, progressed south west to Chichester and then eastwards along the coast to Rye before turning north again to return to our starting point. Quinton's coloured pictures gave an antiquated hue to many a rustic scene, a sense of times gone by, even though we all knew the locations quite well. He presented a



*The Cross, Chichester*

'pomp and circumstance' view of the parades and promenades through flower-beds and coastlines, all to the accompaniment of the brass band. The air of nostalgia was pervasive and all the more so when we consider the fate of the postcard in our own digital world. It is fast disappearing, and many a local beauty spot no longer sports twirling spinners bedecked in multiple post cards for they are made redundant by the i-pad and digital phone with built-in camera. No longer do we return to ask, "Did you get my card?", for the image is as transmissible in the instant now as it visible by the viewer. The postcard is going the way of the button A and button B phone or the once ubiquitous AA motor bike with tool side car. We live in a different age.



*Madeira Walk*

The capacity for human error and unintentional humour, however, lives on. After the break John displayed a series photographs of road signs, all genuine, ranging from the contradictory to the foolish.

We had slow pedestrians and boats crossing, an elk and a cycle path three yards long; a warning of a narrowing road being advised to 'give and take', and bus drivers were told to check the road ahead -- shouldn't they always do so? Some old style AA and RAC signs still survive, a hint of the postcard age we'd just viewed, and an alarming instruction to give way to oncoming traffic on the railway crossing. Trains?

We finished the evening at gone nine thirty and we're all even more in John's debt than we already were.

## **Oliver Farley**

*Pictures reproduced from postcards published by J Salmon Ltd of Sevenoaks*



*This country is clearly not alone in having motorists who find their way onto the wrong side of a dual carriageway. This photo was taken (through the coach window) in Germany, showing signs on the slip road approaching the opposite carriageway. Sensible, clear and relatively inexpensive, I think. Ed.*





From "Reflector" ...

## ONE, TWO, THREE ... WHAT DO YOU SEE?



Our latest manual tells us that information is a thread running right through everything else. It is the primary element in all we do, energising our approach to driving and determining how we execute our skills. It makes the entire system work. So anything which provides a simple shortcut to acquiring information will help us do the job better. There are so many areas of concern that it's not easy to assemble all of them in logical order, and thus easy to overlook something we shouldn't. Which leads us to the standard question we ask all Associates and ourselves before every trip:

What is the greatest hazard?  
The one you haven't seen.  
Because ... you can't react to what you don't know.

Trying to cover the information endeavour in a rational manner, it helps to think in threes. Lots of areas can be considered in threes and I'm sure you can add to the few below.

### Three Hazards

Threats and dangers originate in three groups: Climatic; topographical; social.

#### 1. **Climatic:** light, moisture, change

We readily accept day and night and undertake a night drive differently to daytime. Perhaps we should pay more attention to the variations in lighting across the spectrum and think how, for example, a fine sunny day hides a cyclist in tree shadow on a country lane. Or how silver/grey cars fade against a dreary skyline and evade our vigilance as we scan ahead. Headlights do help at dark junctions when they show us a vehicle approaching a cross roads, but those same headlights in a row of opposing heavy traffic mask too many dangers, from indicators to joggers to jay-walkers. We're trying to plan for all of them, seen and unseen, and being aware of light hazards other than the obvious rising and setting sun can sharpen our observations. Moisture makes itself more obvious in all its forms from rain to snow and it will have impressed us sharply well before we even get into our cars. But link that with light and change, with how the initial conditions can deteriorate during a journey, and we need to take stock again and again to confirm or adjust our initial assumptions. The rate of alteration can catch us out unpleasantly quickly and a simple drive can readily become beset by hazards we hadn't expected. I remember sudden floods in East Anglia, when road dips brimmed with water after a thunderstorm, one we were unaware of. Or how climbing the Alps was akin to driving backwards through the year, starting in late spring and ascending to winter again, a few thousand metres higher up. The tunnels on Italian autostrade plunge the motorist into temporary blindness and with time one learns to blink sharply just before the entry to get quicker recovery in the dark. Lessons learnt here can be applied at home, from speedy mists blanketing Welsh hilltops to obscure lanes darkened by trees on bright summer days.

/continued ...

## 2. **Topographical:** up, down and sideways

"Tell me what you can see?" We ask the question and not often does the answer start where it should, with the banally obvious - the road itself. Is it going up or down, is it bending or shrinking, is it doubling or halving, is it rough or smooth? Yet here is where we get the greatest assistance from road signs and markings. "Read the road", we're told, and there's plenty to peruse. The most prominent text is along the middle of the road itself. Progressively, the painted lines alter from central dashes to hazard lines to doubles, and the white direction arrows ahead of a change to a line which restricts crossing gives us plentiful clues as what to expect. Read the road. Read the borders, too: the line of buildings or their sudden absence, the meandering hedgerow or the directional switch of a power line all hint at alteration long before we're on it. And the gleam of rain on a spot of polished surface, catching the light which other areas don't, speaks eloquently of poor drainage and potential danger. Surrey is surprisingly good at being occasionally surprisingly bad. Those deep lanes, well sunk into the North Downs, have hidden pools metres deep after long rain and have drowned quite a few engines on dark evenings. Part of my awkward route, chosen to test an Associate's handling of variation, involves the A281 from Guildford back to Sussex, and its peculiar switch-back dips for miles on end have caught out the unwary all too often. Read the road. If it dips out of sight, read it, and don't dip into trouble yourself. That clear road hides a truck in the dip and an impatient motor-bike taking a chance.

## 3. **Social:** people, people, people

We could simply say that all people are hazardous and despair at classification, but that lets us off the judgemental hook too easily. Other drivers, other pedestrians, others on the road, they all test our sense of threat and opportunity, and frequently form a greater hazard than all the others put together. Fortunately, what they look like often warns well in advance what they'll probably do. So, let's classify them into threes. Stroll through the car park and award ones, twos and threes. A 'one' car is a car about which you can say little. It's just an ordinary vehicle, which may or may not be driven competently. A 'two' car is one which does tell you something. Perhaps it's dirty, or old, or is cluttered inside. Evidence of children in abundance hints at a distracted parent keeping the peace while trying to keep up the pace. A 'three' car is one which shouts a story. Missing hubcaps, rust, ladders on the roof, dents, missing trim: all these and more tell you here's a driver whose attitude to driving is like his car - seriously lacking in real care and attention. We're not always right in these assessments, but we're right more frequently than we're wrong, and being aware of potential danger well before it's manifest gives us those extra moments to plan evasive action.

### **Three cars in a filling station**

I moved up at the pumps to let a silver Range Rover slide up to the pump behind. Who drives such a car? Chatting to the staff soon revealed this particular driver. He eased himself out of the driving seat, taking at least a full minute to get out. Age was certainly wearying this driver and I couldn't help but wonder if his reactions to road events was as slow as his exit. The till staff said, "You should see the wife's car - its got ripples in every panel". A typical elderly pair who have become enormously car dependent yet are rapidly becoming less and less competent drivers. A case for re-testing the elderly? We all thought so but said nothing.

/continued ...

On leaving, a middle-aged lady asked for help with the air pump. I tried to no avail until I realized that a button had to be pressed to re-inflate a completely flat tyre. She'd been driving on it for at least a week and none of the other three tyres were up to half their correct pressure. I implored her daughter to persuade Mum to have a mechanic check the steering and suspension as a matter of urgency, then went on my way wondering if we would have spotted the danger in those three just through observation?

## **Three men and a bird: Green-man, red-man, no-man, puffin**

Horsham's townscape alters apace and new developments appear incessantly. Some are on a grand scale and have consequences for people and traffic which are often uneasily managed. The latest shopping centre is on the western side of the Worthing Road and involves pedestrians having to cross at a T junction to reach it. I suppose that as IAM Members we're all familiar with the Highway Code and find with dismay how very few others have bothered to read it since they qualified to drive decades ago. Too many seem quite proud of not bothering about it yet are surprised at their own ignorance of how a puffin crossing works. The problem at the Worthing Road is that traffic can turn right from one arm of the T into the path of crossing pedestrians - that is pedestrians who have merely seen the traffic stopped and assumed it's now their turn to cross and do so in anticipation. The understanding of cohort crossing is unknown. Fellow members of the Horsham Society were concerned about road safety at this crossing and the Highways Officer of WSCC had to explain patiently how puffins puff. The sensor is aware of somebody standing at the crossing and will switch to green when the time is ripe. It stays red for the traffic until that person has reached the other side and crossed the sensor there, so the green-man phase lasts as long as it takes for pedestrians of different ability to cross. However, crossing on one's own initiative means the sensor has not recorded their presence and the wanderers are left stranded on the refuge island. Responsible walking as well as driving makes the system work smoothly, but risky guesswork heightens danger for everyone.



Hazards, like evils, come in threes, apparently.  
Does thinking in numbers help reduce the risk?  
It works for me, perhaps it'll help you too.

**Oliver Farley**



The Treasurer asks Members and Friends of CSAM who are able to Gift Aid their subscriptions or donations kindly to return the form, if they have not already done so, in order to enable the Group to claim back from HMRC 25p on every £1 paid.

If you are unsure whether you are eligible to help in this way, or would like a further copy of the form, please get in touch with Malk on 02392 465535 or email [treasurer.csamcar@iamgroups.org.uk](mailto:treasurer.csamcar@iamgroups.org.uk)

## CSAM Manoeuvring Event at Goodwood - 14 June

The annual Manoeuvring Event took place on Tuesday 14 June, with a total of twelve entrants undertaking four separate manoeuvres. Points were 'awarded' for mis-demeanors such as squashing a cone, flattening a Marshal and having a dirty car.

Although the sun failed to put in an appearance the evening remained dry; we were thankful for small mercies.



Following intense scrutineering, involving fingers, thumbs and toes (no abacus being available) the following result was declared:

1<sup>st</sup> - **Richard Keeling**

2<sup>nd</sup> - **Steve Butler**

3<sup>rd</sup> - **Dave Pack**

Some of those present thought that the manoeuvres were too easy. They will not say that next year!

As we left for home and thoughts of warmth, we could be satisfied that apart from a few cones and hurt pride there were no other casualties.

**Bernard Timbers**

*Many thanks to Tom Stringer for the photograph - Ed.*

### VACANCY

#### INFORMATION, COMMUNICATIONS & TECHNOLOGY OFFICER for CSAM

We have a vacancy on the Committee for a new ICT Officer, as Lynette is having to stand down at the AGM due to other commitments.

We need someone whose main responsibility will be to look after our Facebook and Twitter feeds, so you will need to be familiar with these forms of communication. Don't worry if you feel you have insufficient knowledge about how the Group works, as all the Committee Members will always give advice on responses if needed. Facebook and Twitter are becoming more important as time moves on, so we need someone who is happy with this form of communication.

If you are interested, please speak to me or to any of the Committee and we will give you more information.

[Dennis Clement](#), Chairman



## YOUNG DRIVERS offer

Your children and grandchildren are very important to you, so we are offering

### 50% off

for new Associates  
**under the age of 30 at time of joining**

CSAM is offering up to twenty cut-price  
**iAM RoadSmart Advanced Driving Courses**  
packages for **family members living in the CSAM area**  
who are sponsored by one of the Group's Full Members

Mum, Dad, Grandad, etc pays the full price, then once the  
Advanced Driving Test has been passed we will refund **£75**

It's so simple -  
pay now and get **£75** back when the Test is passed

To take advantage of this offer, contact

**Andy Wilson**

Membership Secretary

[membership.csamcar@iamgroups.org.uk](mailto:membership.csamcar@iamgroups.org.uk)

01329 483661

**TO MAKE A SMALL FORTUNE?**

Easy! Start with a large one and buy a Classic Car.

## The Under 17 Car Club and the Under 17 Car Club Charitable Trust

The [U17CC](#) is a 'not for profit' road safety organisation run by volunteers. This year, 2016, we're celebrating our 40<sup>th</sup> anniversary! So we have plenty of experience in developing thinking young drivers.

U17CC drivers are more experienced and safer road users, who are less likely to be involved in an accident. We have surveyed Club graduates, and these show members have a lower accident and conviction rate compared to their peers.

We are very proud to say we are the only under 17 (pre-licence) driver training organisation whose training programme is accredited by [iAM](#) RoadSmart.

The charitable trust offers 2 opportunities:

We welcome young people from 11 upwards at the The Under 17 Car Club (U17CC).

Central to the Club's methodology, and what makes us stand apart from other pre-licence driver schemes, is the young person learns to drive in their 'associate's' (generally a parent, family member or guardian) car, with their associate being the primary instructor, supported by the Club's team of experienced volunteer instructors.

A year's membership costs £295 for one child, or £475 for two or more children; an initial joining fee of £50 applies for the first year of membership. For this a child gets up to 34 days of driving a year, and at each meeting a member can drive for up to 5 hours! We use a variety of venues, each offering its own unique challenges, and run a comprehensive programme of activities. To learn more about the Car Club please visit our [website](#).

The [Pathfinder](#) programme was developed from the U17CC, and is aimed at 'rising 17s' (15-17 year olds, although it's not restricted to that age range).

Following our proven approach, in five days students achieve the essential driving competence, attitudes, and understanding to become safe drivers. Pathfinder uses the same unique U17CC methodology, for students AND parents/guardians: you learn in a safe, secure environment, having fun together and building understanding and trust.

The cost for the 2016 and 2017 Pathfinder courses is £170. For more information about Pathfinder, and dates the programme is running, please visit our [website](#).

We're running a number of open days at Car Club meetings during the rest of our season. Why not come along and see us in action! For more information, please visit our website and use the 'Contact' button.

### **Helen Peabody-Rolf**

Chairman, The Under 17 Car Club Limited

Trustee, The Under 17 Car Club Charitable Trust

## A very enjoyable Treasure Hunt in Littlehampton on 12 July

*Many thanks to Sally and Maurice for devising such an enjoyable test of our ability really to 'see' what is around us*

Arriving in Littlehampton for the annual Treasure Hunt our spirits were, I have to admit, not very high. It was raining and very wet underfoot and didn't show much sign of improving. However, conditions tend to change more rapidly on the coast and within half-an-hour the sun was out and the ground drying.

Sally and Maurice (with help from Maurice's grandson, Nick) had prepared for us an excellent brain-teasing stroll around this former busy fishing village. It was wonderful to wander along beside the harbour and through the town - though once or twice I did notice residents giving us a slightly nervous look: maybe they thought we were doing a recce for a burglary ... The clues really tested our powers of observation, and there was more than a little good-natured rivalry!



The participants met afterwards at The Oystercatcher in Climping to rub their feet and quench their thirst while Sally and Maurice marked our answers. The team I was on came last - well, someone had to, and we were happy to make the others feel better about their own performance ...

The winners? Maurice announced that Tony and Barbara Higgs (facing camera, with Maurice, standing) had won by a slight margin. Very well done to them, and renewed thanks to Sally and Maurice for a very enjoyable evening.



*The winners (facing camera)  
with Maurice (standing)*

### DATA PROTECTION ACT

Members are reminded that Group records are held on computer. Anyone who objects to their details being held in this way may request that they be held instead on a manual system by writing to the [Group Secretary](#).

## A fascinating visit to Highways England's South-East Regional Motorway Control Centre, 13 July

What an interesting evening twenty-one CSAM Members had in July! We visited the Highways Agency's South-East Regional Control Centre near Godstone, where we enjoyed a fascinating talk about the Centre, made a visit to the Control Room and had a look at one of the on-road vehicles sent to deal with traffic incidents.

The Centre is responsible for monitoring traffic conditions 24 hours a day, 7 days a week, on all the motorways in the south-east: the M25 south of the Thames, the M2 and M20 down to Folkestone, the M23 down to Crawley and the M3 down to Southampton, plus a couple of 'spur' motorway sections. They monitor traffic conditions, answer emergency roadside telephones, despatch patrols to incidents across the region and set the overhead message boards on motorways (much of which is, incredibly, totally automated), working closely with the police, fire and ambulance services where appropriate.

The Control Room has an impressive array of equipment and there are banks of screens on the wall showing views of incidents from different camera angles. During our visit (post rush-hour and therefore a comparatively quiet time), two rows of operatives were at their desks, one row maintaining contact with the mobile 4x4 units and directing their operations and the other row altering the signage and notices (eg speed restrictions, warning notices such as 'debris in the road' etc) as required.

We learned, too, that in the case of an emergency at any of the other Regional Control Centres, of which there are seven in England, each can 'become' that region. We saw how if, for example, the Somerset, Avon, Wilts & Gloucestershire Control Centre 'went down', Godstone can have immediate access to their cameras, on-road teams, signage, etc. and take over their entire operation.



The 4x4 vehicles are also impressive - as are the teams which use them. We saw some of the equipment they carry and learned about the types of incident they attend. Clearly not a job for the faint-hearted: they are often first on the scene of an incident and at times can themselves be in some danger.

We were all immensely impressed by what we heard and saw. It is good to know that on the, thankfully pretty rare, occasions when things go wrong, there is such a state-of-the-art set-up and teams of dedicated, well-trained people there to watch our backs and make sure we get to our destination as speedily and safely as possible. So next time you doubt whether there really are 'deer on road', give it the benefit of the doubt: they will not remove signs and restrictions until they are 100% sure that the obstruction is gone.

Thank you to all those at the Godstone RCC who went to so much trouble on Wednesday to make our visit so enjoyable and informative.

**Tina Thurlow**



## Congratulations to these new Full Members

*If you've just passed your Advanced Driving Test and would like to see your picture in the Newsletter and on the website, just come along to a meeting to have your certificate presented!*



*Steve Butler receiving his F1RST certificate from Gary Smith, CSAM's Chief Observer*



*Anthony Book (left) and Vijay Hajela receiving their F1RST certificates from Dennis Clement, CSAM Chairman*



*Bill Woods (right) proudly bearing his ADT certificate, with Andy Wilson, his Observer*



*Duncan Ford (left) receiving his ADT certificate from Dennis Clement, CSAM Chairman*



Many thanks to Malk for  
these spectacular pictures of the  
35<sup>th</sup> Americas Cup in Portsmouth in July

