

CENTRAL SOUTHERN ADVANCED MOTORISTS

www.iamroadsmart.com/groups/centralsouthern



**NEWSLETTER
SUMMER 2016**

iam
RoadSmart

Official Provider

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From the Editor



Welcome to the Summer edition. Let's hope this season will live up to its name ...

I hope you will soon be enjoying exploring the IAM's and our own re-branded websites. There are still a number of improvements and some tweaking to be done, and we ask Members to be patient while we get to know the new systems and learn how to get the most from them. I believe that in due course everyone will feel that the change has been worthwhile, but we still have a way to go. We are to some extent constrained by the "house style" but, as always, Members' comments and/or suggestions how we can improve both the website and the Newsletter are very welcome.

One thing which has not changed is the quality of our Newsletter: the material which I receive for inclusion seems to get better and better - you have only to glance through "In this issue" below to see what you have in store within the pages of this edition. Have you, for example, ever considered what it must be like living - never mind driving - in temperatures of 60°C? Just read Simon Labbett's excellent article to get a flavour of life in the desert. A huge thank-you, as always, to all our contributors.

Have a good summer!

Tina

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Events Diary

Unless otherwise indicated, friends, family and members of the public are very welcome to attend all our events. Members are advised to check our website before setting out for events.

Thur 19 May

7.00 pm

[Billingshurst Centre](#)

CSAM Committee Meeting - all welcome.

Sun 12 June

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](#).

Tue 14 June

6.30 pm

Goodwood Circuit,

[PO18 0PH](#)

Manoeuvring Event. Come along and find out just how well you know your car! The worst you should be able to do is to knock over a few traffic cones ...

Sun 10 July

9.30 am - noon

[NCP](#), Chichester

Free Observed Runs (see 12 June for details)

Tue 12 July

6.30 - 7.15 pm

St Martin's CP, St Martin's Road, Littlehampton,

[BN17 6BP](#)

Walking Treasure Hunt. Meet up with organisers Sally and Maurice at St Martin's car park. There will be a staggered start so we don't all begin at the same time.

Weds 13 July

6.30 pm

Regional Control Centre, Godstone, [RH9 8BQ](#)

Visit to Highways England Regional Control Centre. Learn who they are and what they do. See the control room; watch a demonstration of vehicles used by On Road Traffic Officers, the equipment carried, how they deal with incidents etc. **Numbers for this visit are limited, and booking** (for which Members will have priority) **is essential. If you would like to go, please contact the [Editor](#).** Please share cars wherever possible.

Thur 21 July

7.00 pm

[Billingshurst Centre](#)

CSAM Committee Meeting - all welcome

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

Sun 14 Aug

9.30 am - noon
[NCP](#), Chichester

Free Observed Runs (see 12 June for details)

Sun 4 Sept

9.30 am - noon
[NCP](#), Chichester

Free Observed Runs (see 12 June for details).
(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 15 Sept

7.00 pm
[Billingshurst Centre](#)

CSAM Committee Meeting - all welcome

Sun 9 Oct

9.30 am - noon
[NCP](#), Chichester

Free Observed Runs (see 12 June for details)

Tues 11 Oct

7.30 pm
[Billingshurst Centre](#)

CSAM AGM, with Guest Speaker **SHAUN CRONIN**, Regional Quality Manager. Shaun will tell us about, among other things, the [Under 17 Car Club](#).

Sun 13 Nov

9.30 am - noon
[NCP](#), Chichester

Free Observed Runs (see 12 June for details)

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



Malk's Military Musings

Sign over control tower door:

What is the similarity between air traffic controllers and pilots?

If a pilot screws up, the pilot dies. If an air traffic controller screws up, the pilot dies.

From the Chairman

Last time I wrote, I was about to go to Sri Lanka and it was brilliant - an unforgettable holiday. Sri Lankans are so friendly and helpful. We had a driver, Nishshanka, while we were there and he looked after us in a first class manner; he was a credit to his company. Yes, you need a driver, as driving in Sri Lanka is almost beyond belief. Many of you will remember that I have in the past had to apologise for my comments about Portuguese drivers, having subsequently driven in Sicily. So now an apology to Sicilian drivers, as driving in Sri Lanka is in a different league.



There are fewer than 680,000 cars in Sri Lanka but there are well over a million Tuk Tuks, 3.4 million motor cycles, over 100,000 buses and the occasional elephant. There are allegedly "rules of the road" which everybody ignores other than broadly speaking driving on the left. There



are very few road signs, white lines are ignored, being treated as road decoration only, overtaking on double white lines on tight blind corners is *de rigueur* and watch out for white coaches as they are privately owned and everyone gives way to them - they are in a hurry. Driving is in "the contact zone" all the time, but unlike this country there is absolutely no aggression, which is lovely. Everybody gives way to everybody else: it's amazing. Dad on scooter has to wear a helmet but his child on pillion, being under five, doesn't; and then, as you pass, lo and behold, there is an 18-month old child sitting on dad's lap! I

thought I was seeing things the first time but it is quite common, honestly. While road fatalities are much higher in Sri Lanka than the UK you have to remember that most journeys are on motorcycles or in very poorly protected Tuk Tuks: stick to a car.

Now, back to business ... but I am afraid I have to start with a grumble. Last time I raised the issue of looking for a new Vice Chairman and a new Treasurer. We have had no response whatsoever, which is very disappointing indeed. These two positions will need to be filled in October, so please come forward and offer your services to this thriving and progressive Group. Everything is very well organised to ensure your time is best utilised, as we appreciate your time is valuable; you will find the work very rewarding. Please, please talk to me or to any member of the Committee if you are interested. We know we have a lot of talent in our Group so don't be shy but share some of it with us. The job descriptions are repeated on pages 15 and 23.

On a more positive note, however, the IAM's rebranding has been completed and we are now **iAM RoadSmart**. This has been a mammoth exercise at Chiswick and you will have seen our new website, now that you are reading this. I hope you like it and many thanks to Tina, who has worked closely with the website developers in its production. There are one or two things we still wish to change which will be done shortly to make it even better.

/continued ...

Part of the change is that Skill for Life has now disappeared and in future the course will be called **iAM RoadSmart** [Advanced Driving Course](#). There will be other changes in what we do and I will keep you apprised as and when I have the definitive information. The new Observer programme, which Gary and I have spoken about before, was introduced to all our Observers at our Training Day on 9th April, and I believe we were the first Group to be fully compliant with the new system, so well done to our dedicated team of Observers.

These are certainly times of much change and I know we are well placed to meet the challenges. We have a very good team and I am hoping that some new blood will step forward to fill the forthcoming vacancies to give us fresh ideas.

Another repeat comment is the Young Drivers Offer (page 8): "50% off for under 30s". The take-up for this exercise has been disappointing, so please look at it again. You all know how valuable advanced driver training is, so please encourage your children and grandchildren to do the course as they are even more important. You know they will enjoy the exercise and will be much better and safer motorists as a result.

Finally, Nishshanka has a car licence, a motor cycle licence, an HGV licence and a bus licence but he is not allowed to drive a Tuk Tuk, and Tuk Tuk drivers are not qualified with their licence to drive any other vehicles: strange. Will I go back to Sri Lanka? You bet I will - already booked. Since returning I have been practising trying to overtake a vehicle overtaking another vehicle on a double bend with full double white lines but can't do it so I will leave that to Sri Lankan drivers. Will I drive in Sri Lanka next time? Certainly not!

Drive carefully.

Dennis
Chairman



PLEASE NOTE

*The deadline for contributions to
the CSAM Autumn Newsletter is
Sunday 31 July 2016*

This is the official Newsletter of the Central Southern Group of Advanced Motorists.
Opinions and ideas expressed are those of the individual correspondents and
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Chief Observer's Corner

We have just had - on Saturday 9th April - a very successful Observer training day, when we covered all the new material about coaching Associates.

There is a new Associate logbook and a new Observer handbook, and from now on all Associates will be on the new system.

Gary Smith
Chief Observer



See also the Q&A session with Gary on page 18 - Ed

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
01329 483661

Membership Mumblings!

As normal, the membership figures come first: Central Southern Advanced Motorists have 303 Full Members, 70 Associate Members and 3 'Friends' Members, giving a total current membership of 376. These figures are little changed since the last Newsletter but all the time people are joining or memberships are lapsing.



I would like to welcome the following new members to Central Southern Advanced Motorists: Robin Taylor, Gary Smith, David Rowland, John Warrener, Helen Ball, Nital Vadgama, Peter Hynes, Mark Lawford, Thomas Leicester, Howard Marchant, Anthony Still, Richard Maude, Gillian Twiss and Debra Swales all of whom 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.

As we move into summer more events will be outside, so please watch the Events page in this Newsletter and also the [Events](#) page of our website.

The summer also brings the tourists who are unfamiliar with our roads, so please be gentle with them. We are all tourists at times. The motorist in front who does not know where he or she is going may not be aware of the extra consideration you have given them, but your journey will be less stressful if you are consciously allowing for the driving errors of others.

Once again I would ask any Members whose contact details have changed please to 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 or by 'phone on 01329 483661 (please note the change of 'phone number).

Safe Motoring.

Andy Wilson
Membership Secretary

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

Associates' News

Congratulations to the Associates below on passing their Advanced Driving Test, and well done to the Observers who helped them gain this achievement.

*F1RST passes were achieved by those starred.



Associate	From	Observer	Examiner
Suzanne Ruiz	Ashington	Gordon Egerton	Adrian Short
Tom Docherty	Burridge	Phil Coleman	Alan Ware
Philip Thomas	Arundel	Jill Irwin	Adrian Short
Paul Strachan	Lodsworth	Jill Irwin	Tony Johnson
Rachel Ludlow	Horsham	Oliver Farley	Nick Illingworth
* Nick Skaliotis	London	Kay Barfoot	Nick Illingworth
David Coppard	Bognor Regis	Dennis Clement	Colin Thaxter
* Jason Harwood	Worthing	Dennis Clement	Adrian Short
Lesley Talmey	Horsham	John Chisholm	Nick Illingworth
* Ed Bowman	Emsworth	David Burden	Colin Thaxter

The last quarter has been a very busy time for Observers and Associates. Thank you for all the hard work which has made this result possible.

The waiting list for Observer allocations is now up-to-date; the backlog is cleared and there are just four waiting who have joined recently.

It was great to meet so many Observers at the recent Training Day at Lancing. I now know what the Team Leaders and Trainers have to do: I think I will stay with my own job.

The re-branding will modernise our profile, and the Log Books will be of great benefit.

Thank you to the Observers who are keeping me in the loop, which is a great help with "liaising". The recent reports which were sent to me have enabled more placements for Associates. I would appreciate if you would please continue to send in updates three-monthly. I try to contact Associates on the day before their test, to wish them luck; I can only do this if you advise me when that is.

Thank you everyone for your continued help and support.

Glenda Biggs

Associate Liaison



CONVOY TO LESBOS with *Hope and Aid Direct*



Following my previous article about convoys with Hope and Aid Direct I would like to update you on our convoy to Lesbos, or Lesvos as it is known in Greece, to help the refugees fleeing from Syria.

It was a long journey, starting on January 6th, in a convoy of three 7.5 ton lorries, and a 40 ton articulated lorry which we linked up with on the way through Europe, full of aid in the form of clothes, shoes, food, toiletries, medical aids, blankets, sleeping bags etc. We had rather a shaky



start when one of the trucks broke down within minutes of leaving its starting point, and that took several hours to fix. Finally at Dover, across the Channel, and then across Europe to Greece, where we had a day of rest (a requirement of the Tachograph regulations after 6 days' driving) before Wednesday morning (18th) when we caught a ferry from Kavala, in north east Greece, to Mytilini, the major town in Lesbos. The day in Kavala was a pleasant break and gave us a chance to explore the town - my first time setting foot in Greece, and the weather was lovely.

The next day we went to the ferry port, and that is where we had our first glimpse of the refugee situation. As the ferry docked, having come from Athens, via Chios and Lesbos, the ramp went down and we could see the foot passengers waiting to come off the boat: a solid wall of people - men, women and children, carrying the few possessions they still had. There must have been close to 1000 of them, all looking tired, cold, strained and bewildered as they flowed onto the dockside. Buses and taxis were waiting to take them to somewhere where they could be given food and shelter until they moved on to their next destination. Many of them had no idea where that would be, or where they might wish it to be.

And so we came to Lesbos, an overnight trip, and arrived in the early morning. We had volunteers already on the Island, and they met us and took us to the hotel we were to stay in. Then, after breakfast, we went to the warehouse which was a collection centre for aid coming into the country, where we unloaded our contributions.

Our main rôle there was to act as transport to move aid around to the various reception and "holding" centres. There are several centres on the island and aid is moved through fairly rapidly, but not many of the volunteers have large vehicles so they were very grateful to us for being able to transport large quantities of boxes from A to B for them. It was quite a challenge to negotiate some of the



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roads, and arrival at the destinations to unload usually involved navigating between families who were sitting on blankets, crowded together in the space available, shell-shocked and bewildered, while they waited to be “processed” and documented before the next stage of their journey. Many of them will be moved to Athens, where there are arrangements to help and support them, while some will be repatriated to a safe country.

We tried to ensure that all our volunteers were able at some stage to go to the beach when there were boats coming in, to see at first hand what is happening. I

reached the beach just after a boat had come in, in the dark, guided in by people waving torches and calling out, and wading out to meet them, and saw refugees huddling together in family groups as volunteers found them dry clothing and gave them a hot drink while they waited for a bus to arrive to take them to warmth and shelter. I was lucky not to witness, as some of our team did, any distress of people who had lost family members, or had been separated at the start of their voyage, but what I did see was distressing enough.



The weather throughout threw everything at us, with



the exception of blizzards, and on the way home those who were sleeping in their trucks (normal behaviour on convoy!) the night when the temperature went down to -10c were not very happy! We had another day off before leaving Greece, when another truck had a mechanical failure and we had to wait for a replacement part to be flown in to Thessalonika from Germany, but our trip home was otherwise uneventful, although windy, and we crossed the Channel in a Force 8 wind, before getting safely home.

I wonder where and when we will go next.

Jill Irwin



Malk recommends that all Members - particularly those wishing to brush up their towing and parking skills - should study [this video](#) (preferably with the sound turned up!)

Dave's Tips

Following the Editor's 'niggle' in the Spring Newsletter, Dave Harris was provoked to write, with a reasoned and vigorous defence of Highways England's efficiency and use of modern technology: read on!



Hi! To help with your frustrations with what many motorists think is out-of-date information given by roadside technology, I thought the following might help.

When Highways England, formerly The Highways Agency, is aware that there is a problem of one sort or another on a stretch of motorway, they will immediately use whatever technology is available to warn drivers of it. This will include the matrix information signs, any speed limit or matrix advice signs available, or lane closure signs etc, etc. With the plethora of sensors, induction loops and traffic management cameras available, especially now and increasingly in the future on the 'Smart Motorways' I mentioned in my last article, they will usually know about these things pretty quickly and be able to respond to reports of danger.

What often happens then is that drivers who were sometimes tens of miles away when the restrictions were imposed enter the affected stretch of motorway when the problem has either been resolved and the signs not changed, or the problem remains. The latter situation needs little explanation, but the former can be challenging to the driver who is not aware how all of this works.

The Agency will not cancel any lane closures or reduced speed limits until they are satisfied that the danger has passed. Not only is safety their priority, but also they are not prepared to give way to 'know it all' drivers and cancel the restrictions simply to avoid criticism. They will want sufficient evidence that the problem has been resolved by way of the cameras at their disposal but, in addition, from the results of a Highways Agency patrol vehicle or a convenient police patrol doing a drive-through to confirm the position. Putting it simply, if they make the wrong decision and it all goes horribly wrong with subsequent damage, injury or worse, please consider the answer to this question: who will be blamed and who will those affected sue?

Let me provide a very simple but real example. A local farmer, with fields beside the motorway, rings the police at 4.30pm to report that some stupid ramblers or whoever have been on his land and left gates insecure, and there is now the danger that cows or sheep may have strayed on to the motorway. By 4.33pm, speed restrictions have been imposed by way of advisory matrix signs along a 5 mile stretch of the motorway and personnel have been deployed to investigate the problem.

At 4.15pm, a driver was 10 miles away from the site of first advisory matrix sign that will show 50mph at 4.33pm. At 60mph on a clear motorway, this will mean that the driver will cover that distance in around 10 minutes, meaning that they will arrive at that first matrix sign around the time the police were advised of the potential problem but before any action was taken.

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Apply this scenario to all the other traffic travelling at various speeds on the motorway in a variety of weather conditions and visibility, and it should be obvious that an individual driver cannot possibly know what is going on on the motorway, apart from what they can actually see, until they see or hear warnings. If they think they can, then they are either supremely arrogant or have magic powers from which they could make a fortune.

Another real example of this type of situation was in Hampshire on the M27 at night, when police and other personnel were struggling to deal with a very agitated, frightened and potentially dangerous deer trapped at a junction within an area surrounded by ARMCO barriers. Imagine the feelings, not to mention the language, of these people who saw lots of drivers screaming past where they were at speeds far exceeding the advisory speed limits that had been imposed to protect them whilst they sorted the problem. The drivers couldn't see what was going on from start to finish of the speed restriction, and therefore came to the arrogant conclusion that all was well and safe and the signs were stupid. With a different outcome to this incident, they might have learnt a very hard lesson.

Now, I am as aware as anyone that not everything is perfect and there will be times when either inadequate or faulty technology or human error might be at the root of some frustrating situations. But I would ask another question: are you prepared to take the risk and shoulder all the consequences of making the wrong decision out there because you thought you knew best?

The last question: why don't they remove speed limits on motorways at night, or at weekends when there is no work being carried out? Miles and miles of deserted road works, sometimes with the cones swept to the side of the road, but the low speed limit still being enforced by prohibitive signs. "How annoying, frustrating and unnecessary", I hear you cry!! If there's someone out there who can provide me with the correct answer, I might be persuaded to organise a trip for interested members to see how all this works.

Mind how you go!

Dave Harris

Approved Driving Instructor/Fleet Trainer



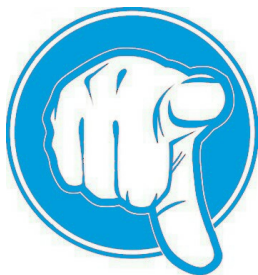
Malk's Military Musings

WWII undergraduate pilot training sign:

Basic flying rules

Try to stay in the middle of the air - do not go near the edges.

The edges of the air can be recognised by the appearance of ground, buildings, sea and trees. It is much more difficult to fly there.



YOUR GROUP NEEDS YOU

WANTED

VICE CHAIR for CSAM

As part of our succession planning it is essential that we elect new Committee Members/Trustees on a regular basis to ensure that the Group continues to thrive. The current Committee, in its third year, has been virtually unchanged since its election at our Inaugural Meeting in 2013, so we are looking to start the process this year. It is important for changes to be ongoing to ensure the Group continues to survive, with new blood being introduced. The current Vice Chair, having served three years in the post, will not be seeking re-election at the next Annual General Meeting (11th October 2016), so we are now beginning our search for an enthusiastic Member to take on the rôle.

The key responsibilities of the rôle are:

- ▶ To deputise for the Chair in his/her absence
- ▶ To be an active source of guidance for the Group's Events Officer/s
- ▶ To be an active source of guidance for the Group's Publicity Officer/s
- ▶ To be an active source of guidance for the Group's Young Driver Officer/s
- ▶ To provide support for all Committee Members, Members and Associates

This position must be filled so we are therefore seeking names for consideration.

There are just six Committee Meetings per year and you do not have to be an Observer or have previous Committee experience with CSAM.

We will give you all the background training you need.



If you are interested, please make contact with any of the Committee or with me, Dennis Clement (01243 553097) chair.csamcar@iamgroups.org.uk, and we will give you more details. A full Job Description is available.

THE CHICHESTER FORUM

A reminder that the Chichester Forum meets bi-monthly at the [Chichester Park Hotel](#), Chichester.

The meetings are held to discuss matters affecting Members in the locality, including events for our monthly meetings at Pagham. The Forum meetings are open to all Members.

If you would like to attend our next meeting, scheduled for Tuesday 5 July 2016, please contact Bernard Timbers for details - bpt004@gmail.com.

From "Reflector" ...

TEUTONIC IRONY II

or

Latin and the Mini Marvel



A few weeks ago my usual trudge into town here in Horsham was enlivened by a motorbike. You'll be surprised to hear me say that, as you all know I refer to motorbikes as death machines and their users as organ donor riders. A motorcyclist is many times more likely to be killed or seriously injured than any other user of wheeled vehicles. But this motorbike was interesting. The owner was propping it up on its stand to park it in a twitten when it caught my eye. It dated from 1947 and was a DKW. The owner didn't know what the letters stood for, and repeated an urban-myth slogan I hadn't heard for years:

Das kleine Wunder (the mini marvel)

Sadly, the truth is a lot more prosaic, and DKW are the initials of Deutscher Kraftwagen (German Automobile).

I fondly remember DKWs when I was a teenager - deeks' we called them - because they had two stroke engines with rather classy small bodies. You could always tell if one was beside you at a traffic light: their tick-over was a series of pops and then they glided away - pop, pop, pop - - - whooooooooooooo. They were supposed to be a down-market car and were sold as economical, affordable transport in the 1950s. Mercedes Benz bought the company in 1958 and sold it on to VW seven years later. Some of them were sold as Auto Union and that's the clue to their tangled history.

The story of car making world wide is one of innumerable manufacturers initially then a long series of absorptions and amalgamations till we get to the giant corporations of to-day. We know the tale too well in Britain, those of us who can remember Austin, Morris, MG, Wolseley, Riley, Standard, AC, Triumph, Daimler ...

The German story isn't much different concerning amalgamations, just very different in terms of volume sales of successful products. An oddity of German corporate structures by our reckoning is that regional banks often own substantial stakes in local companies. The State Bank of Saxony did so in the early 1930s and it advised an amalgamation of the four car makers in which it had stakes. One was called Wanderer which also made bicycles, another was DKW and the last two are curiously related: Horch and Audi.

I can lay claim to having seen a Horch once, and that was at a veteran car rally in Moscow over thirty years ago. Horch used to make eight cylinder affairs amid a range of products and this one was one of the more junior examples. The name begins in a different way with the manufacturer being a man called Horch. The name is a peculiar one and the word lies behind our own English

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word 'hark' as in *Hark! The herald angels sing*. So Herr Horch is literally Mr Listen. His initial foray into car making was a success and he sold the rights to his products to eager buyers. They, of course, took over the name as well, leaving Herr Horch to progress his career elsewhere. I suppose once a car maker, always a car maker, and Herr Horch couldn't leave well alone and began to design even more cars. If he had them constructed, he had a problem. What could he call them?

He found his answer in an unusual way. A friend invited him round to dinner one evening and they strolled about the house while the meal was being completed. His host introduced Herr Horch to his son, who was engaged in his Latin homework. Little has changed in that respect, as the boy was busy with fourth declension verbs - indeed the same verb that's given as an example in modern grammars: *audire* - to hear. The imperative is *audi, audite*. The perfect solution. Use the Latin version of the Horch name and the buyers of his earlier venture can't claim infringement.

When the State Bank of Saxony merged the lot in 1932, both the old Horch and the later Audi came together and all four were logically called Auto Union. The Wanderer and the Horch names now belong to auto history and DKW has followed. Indeed Auto Union - an uninspiring title - is also passé. Audi still triumphs, even under the VW banner.

The curious name had another oddity in later years. VW established itself as a giant, spawning millions of reliable cars with enviable quality engineering. (We've yet to see what damage the present scandals over deliberately misleading emissions recording will do to that fine reputation.) In the public mind, German cars were identified as quality products, dependable and good value. To VW's irritation a marketing research campaign back in the 1980s found that a lot of respondents didn't recognise the name 'Audi' as being German. Many guessed it was Italian. How could its German-ness be emphasised without stirring uncomfortable associations? VW itself stands for Volkswagen, or 'people's car' and reflects its Nazi past. Dr Ferdinand Porsche - yes, he of the famous sports cars - drew up the template for a people's car for the Nazi government while they were still toying with a version of state sponsored socialism - after all, they were the German National Socialist Workers' Party. There were people's park and people's factories, eventually even a people's army. None of this would do, quite rightly, but how could Teutonic dependability be stressed without hinting at a nightmare past?

The advertising men weren't stumped for long. Conjure up a tongue twister of a slogan which even Germans take their time over, and the association with quality is made: Vorsprung durch Technik (a head-start through science).

And all because of Latin homework.

Reflector

(Oliver Farley)

Sources: *Encyclopaedia Britannica*; *Car Badges* by Giles Chapman

PS: Two other cars have Latin names: *Volvo* ('I roll') and *Fiat* ('let it be done'), though the Italian is *Fabbrica Italiana Automobili Torino*.

Found something you're really good at? Why not consider passing on your skills?

The Winter 2015 edition of Advanced Driving magazine contained an excellent article in which Observers expressed the thrill they got when an Associate passed the Advanced Driving Test. (See also page 12 of the Spring Newsletter and the letter received by one of our Observers from a happy Advanced Driver - Ed).

Observing is clearly a very rewarding and enjoyable experience as one of a dedicated team, but perhaps the process is for many of us mere Members rather shrouded in mystery (particularly if our own ADT was undertaken some time ago)! The Editor has therefore had a "question and answer" session with Gary Smith, our Chief Observer, to try to de-mystify the process a little.

- Ed Gary, what was your introduction to "Advanced Driving"? How old were you when you took your own Advanced Driving Test?
- Gary My introduction was through a work colleague's wife, her father was an Observer. She didn't want to do it on her own so I said I would do it with her. I was 20.
- Ed What qualities are you looking for in an Observer?
- Gary We need people who are committed to improving safety on our roads - confident drivers who feel that they would be able to give others the skills to improve their driving. Oh, and sometimes - thankfully only very occasionally - a steady nerve!
- We have a relaxed and enjoyable regime in which potential Observers are given all the training and support they need to be able to enjoy observed runs with their own Associates when they feel ready.
- Ed How is the training of Observers carried out?
- Gary An assessment of a potential trainee is made by a member of CSAM's National Observer Team. Occasionally it is necessary to do a little refresher work on a trainee's Observer's own driving: this is fine, of course - and they will want to be fully equipped before starting the programme.
- Two sessions are carried out by CSAM's own Trainers (Phil Coleman and Alan Burt). In the first session, the Trainers cover the relevant driver manuals (*How to be a Better Driver, the Highway Code, Know your Road Signs* etc - although some of these are in the process of being revised). The new scheme started at the beginning of April this year but the material is only just starting to come through. This is because of the new IAM branding. In the second session, trainees are advised on 'how to observe', the paperwork and 'procedures' which have to be carried out, and they are given guidance on giving route directions, etc. As part of the assessment following the training there is a theory question paper in which a potential Observer will be expected to demonstrate that he/she has a good knowledge of the *Highway Code* etc.
- Ed What about the practical side of the training?
- Gary A candidate will have at least four sessions of in-car practice, sometimes sitting in on an "observed run", sometimes "observing" a run by an Observer, sometimes with an

/continued ...

Associate accompanied by a National Observer. It is of course important that an Observer is confident that he or she is ready to accept an Associate, so trainees are given an immense amount of support and as much time to prepare as they feel they need. They are naturally always keen to "get on with the job", so when he or she is ready the trainee will be allocated an Associate and, until the assessment is passed, is closely monitored by a Trainer.

Ed How long does the training normally take?

Gary We like to get it completed within 6 months.

Ed How are observing standards monitored - both within CSAM and throughout the country? Do Observers have regular checks?

Gary The qualifications held by IAM Observers (whether 'Local' or 'National') are accredited by the IMI (Institute of the Motor Industry), and Observers have regular checks to ensure that the IMI's high standards are rigorously adhered to.

Each qualification has to be re-done every five years and is done by the Regional Quality Manager. The main difference between a Local and National assessment is that the National assessment is done in one session whereas the Local is done in a minimum of two sessions. The Observer's drive for a National has to be of a higher standard and they have to know Roadcraft.

Ed Potentially a delicate question: is there a minimum and maximum age for Observers?

Gary There is no minimum age, but the maximum age is 81 because of insurance.

Ed How is the allocation of Associates to Observers managed?

Gary I work closely with Glenda Biggs, the Associate Liaison Officer, to 'match' Observers to Associates. Some Associates will prefer someone older, or, say, to have a female Observer - it varies. However, if an Associate would prefer a different Observer, as does happen occasionally - or indeed if an Observer is not at ease with his/her Associate - a change can usually be arranged.

Ed How many Associates will an Observer be expected to look after - and how long, on average, does it take for an Associate to pass the ADT?

Gary How many Associates an Observer may look after depends entirely on how much time the Observer can devote, fitting in with the other commitments we all have.

Ed Would a potential trainee have to pay for the course?

Gary No - any training and assessment costs would be borne by the Group or the IAM.

Ed How many Observers does CSAM have? Do you need more?

Gary At present (April 2016) we have 12 'National', 13 'Local', and 13 'Trainee' Observers, but we are always very happy to add to the 'pool'. At the moment we are keen to increase the number of Observers in the Brighton area, so if anyone - particularly anyone living in that area - is considering becoming an Observer please get in touch: we will be happy to meet and talk about it with anyone who may be interested.

Anyone who feels this valuable work is something they might like to do is encouraged to get in touch with Gary: 01243 828225 or chiefobserver.csamcar@iamgroups.org.uk

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 the 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

01444 246096

Eastern Forum Event Burgess Hill, 22 March 2016

CSAM's Eastern Forum held another of its meetings in Burgess Hill on the evening of 22 March, with speakers **Mark Trimmer**, Operations Manager, and **Chris Snell**, Camera Technician, from the **Sussex Safer Roads Partnership**.

Mark began by explaining where and how the SSRP operates and who it involves: the emergency services, the police, local councils and Highway England each play a part, and while there are many areas of concern their major rôle is the encouragement of changed road user behaviour. Speed awareness courses are the principal strategy in trying to make drivers understand the consequences of careless speeding. Younger drivers are an obvious target group, while among older drivers elderly widows are a very vulnerable section. The latter usually find themselves obliged to drive again, frequently years after they left most of the driving to their now-gone husbands. Forgotten skills are hard to re-acquire, and reactions fade with age - both handicaps in today's fast moving traffic. That same traffic is almost 'home' to business

/continued ...

drivers, who are self-handicapped in a very different way - over-familiarity. At this polar opposite to the timid widow, we find the brash over-confidence of the high mileage driver who thinks speed is just part of getting to the next job and other traffic simply a hindrance to his professional performance. He, of course, is just as likely as the widow to appear in court charged with driving offences - often more severe ones than his elderly co-offender, and all too often with far more severe consequences.

Catching and charging the speedsters is Camera Technician Chris's area of expertise, and he's spent 26 days in court so far this year doing exactly that. He showed us some of the equipment he'd brought along and explained how it functions, laying to rest at the same time some of those urban myths which swirl around the imagined avoidance of speed cameras. The most obvious one was the idea that they can only operate straight ahead so driving on the wrong side of the road avoids the radar beam. The camera housing is straight and points along the road, but the camera inside is at an angle and the beam crosses the road so anything moving cuts through the beam. We learnt many things about cameras, enforcement and drivers this evening and here's a selection of points:

- The operation and positioning of the cameras accord with guidelines, and guidelines are not legally exacting, so minor discrepancies do not invalidate their evidence.
- Lamp-posts were put up at Warninglid with no repeater signs of the speed limit and this implied a sudden reduction on a motorway to 30 mph. The Highway Code says that "street lights generally means that there is a 30mph limit" so the council could excuse itself by relying on the word "generally" but they have put up national speed limit repeater signs on this stretch of highway, in response to Chris's protests, presumably.
- A driver caught for the fourth time speeding, the latest at 87 mph, was a casualty doctor, apparently oblivious to the lesson of the injured speed victims he or she treated every day.
- It's useful to remember the overall picture: total road deaths in 1979 - 7,000; total road deaths in 2015 - 1,950.
- We heard about the likelihood of injury at different speeds, and while most victims live if the speed is 30mph they do so because there's a good chance of the impact speed being about 10. At 40 the impact speed is nearer 30 at point of collision.
- What are your chances of being prosecuted? The rule applied here is ten percent plus two which means 35 in a 30 limit.
- The installation criteria for a camera is three killed or seriously injured, the crash data for the area, vehicle speeds and local conditions. 'Seriously injured' means a broken bone at the minimum, so a broken finger could be lodged as 'serious'. Most are a lot more serious than a finger, unfortunately.
- The cost of an accident mounts up horrifically. A fatality is reckoned at £1.75 million, and even a more normal event involving a broken leg and a penetrated spleen can come to over £60,000.
- Compared to this, a camera at £45,000 is a sound investment.
- By way of example of how much they are needed, Chris spent 1½ hours in Hove and found 55 offences - one was a driver at 58mph in a 30 limit, another a biker at 87.
- Motorists drive faster in the wet. (Why?)

continued ...

- Some sections of road are more dangerous in one direction than the other. The A27 from Emsworth to Chichester is average but going westwards from Chichester to Emsworth is remarkably worse.
- Why don't drivers see speed cameras and speed camera vans? Before the limits were introduced on gantries at the road works on the A/M23 at Warninglid there were press campaigns, radio interviews and generous notice given. There were 35,000 offences on the initial days of the trial run. That fell to 300 once motorists got used to them.

This was an entertaining evening and we all learned a lot: not least that the largest source of hazards is our fellow road user.

Our gratitude goes to our professional speakers and to the event organisers, who laboured tirelessly behind the scenes to give us an excellent night. Thanks also to the 30 Members and guests who attended, and we look forward to seeing you all again at our next event.

Oliver Farley

*The Editor accepts absolutely no responsibility,
blame or credit for the following story from 'across the pond':*

When you're from the farm, your perception is a little bit different.

A farmer drove to a neighbour's farmhouse and knocked at the door. A boy, about 9, opened the door. "Is your dad or mom home?" said the farmer.

"No, they went to town."

"How about your brother, Howard? Is he here?"

"No, he went with Mom and Dad."

The farmer stood there for a few minutes, shifting from one foot to the other, mumbling to himself, when the young boy says, "I know where all the tools are, if you want to borrow one, or I can give Dad a message."

"Well," said the farmer uncomfortably. "No, I really want to talk to your Dad, about your brother Howard getting my daughter Suzy pregnant".

The boy thought for a moment, then says, "You'll have to talk to my Dad about that. I know he charges 500 for the bulls and \$150 for the pigs, but I have no idea how much he charges for Howard."



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

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.



YOUR GROUP NEEDS YOU

WANTED

TREASURER for CSAM

As part of our succession planning it is essential that we elect new Committee Members/Trustees on a regular basis to ensure that the Group continues to thrive. The current Committee, in its third year, has been virtually unchanged, so we are looking to start the process this year. It is important for changes to be ongoing to ensure the Group continues to survive with new blood being introduced. The Committee has agreed that we should be looking for a new Treasurer at the next Annual General Meeting (11th October 2016).

Malk Monro has set up a superb system which is very efficient and works extremely well. It is all PC-based so you will need some IT skills. Malk will provide all the training and the earlier we have a candidate for election the better, as the person will be able to shadow what Malk does. The Treasurer is also our link with the Charity Commission for the short Annual Return that we are required to do.

This position must be filled, so we are seeking names for consideration.

There are just six Committee Meetings per year, and you do not have to be an Observer or have previous Committee experience with CSAM. We will give you all the background training you need.



If you are interested, please make contact with any of the Committee or with me, Dennis Clement (01243 553097) chair.csamcar@iamgroups.org.uk, and we will give you more details. A full Job Description is available.

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

Living and Driving in the Desert

It is summer and in the UK we have come through another season of winter weather. Rain, flooding and fog are expected - but perhaps what may be surprising is that the same challenges also occur in the deserts of the Middle East. For the past eight years I have been living and working in the Arabian Gulf, developing road safety solutions for the Governments of the region and currently for the oil and gas industry. In particular, in one of the areas I work the summer temperatures can reach 60°C. It gets hot! The sun is always going to be present at some time during the day, whatever the season and whatever the weather. Despite the heat, what may come as a surprise is that the region also suffers from rain, flooding and fog and the inevitable consequences to driving. In 2007 Dubai suffered a 136 vehicle, multiple fatality, collision in foggy conditions. I chose my words carefully as I did not state that fog was the cause: it was just a factor.



Fog and a lack of rear fog lights

driver already has an effective system installed - eyes, and hopefully a brain to process the information the driver is seeing. When it is foggy it is obvious: no driver should be caught by surprise that it is foggy? Yes, the density of the fog is highly variable, but this is brief and transient: it is a driver responsibility to manage what they can and cannot see. Despite known foggy conditions the Governments have failed to establish the requirements for the fitment and use of high intensity rear fog lights. For example, Ford import their vehicles from their plants across the world. Ford vehicles sourced from Europe, such as the Fiesta and Focus, come with European standards and fog lights. Ford vehicles sourced from North America, such as the Explorer or Mustang, the more expensive end of the Ford range, are not fitted with fog lights. In fact fog lights for these vehicles are not even available as an option. There is little point therefore in considering fog detection if the basics of enhancing visibility are not addressed.

All of the Governments I work for ask me about advising them on installing fog detection systems on the road network. My reply is simple: every



Abandoned vehicles



It may sound strange, and perhaps even funny, but in most of the major desert cities, storm water drain systems are installed. What - rain in the desert? Yes, and the drain systems are nearly always overwhelmed when it does rain. The challenge is that it rains probably only about six times a year so the maintenance and drain clearance is a challenge and

Flooding

/continued ...



Flooded metro station

often neglected; as a consequence drains become blocked with sand. The result is flash flooding and the rapid build-up of surface water. In the recent storms in Dubai the main road between Dubai and Abu Dhabi was badly flooded, resulting in many vehicles being abandoned. In Muscat, in the Sultanate of Oman, the rain is an even bigger challenge due to the mountains that surround the capital. The rain water rapidly drains off of the mountains and across the city. Gaps in the highways are built to enable the water to drain. Large Wadi's, water courses, are

formed. During the last storm a large truck was overturned and washed away by the power of the water. Fortunately the driver was able to escape and he sat on the top side of his vehicle as it was being washed along the water course until he was able to be rescued.



Typical sandstorm conditions

Sandstorms are a feature of the region and a big challenge for the road authorities. Unlike snow, sand does not melt. Sand drifts and builds up on the road, which provides a significant danger to drivers. The only way to remove it is by sweeping. It is cleared, but it remains a constant challenge as, during the next winds, more

sand will be blown onto the roads. Different types of safety barrier systems can add to or reduce the problem. For example, central concrete barriers, which are known as Jersey Barriers, provide a physical barrier and as a consequence lead to the rapid sand build up. Steel rail safety barrier systems are less of a problem but they are still a cause of sand accumulation. The



Accumulation of sand on the barrier



horizontal moving sand hits the steel rail and its momentum is lost so it falls to the ground. This quickly builds until the barrier is covered in sand. Probably the best safety fence system for the reduction of sand accumulation is the wire rope design. The benefit here is there is minimal width to the rope and the sand is able to pass through without the build-up caused by the other safety systems. In remote areas entire vehicles can be engulfed with sand.

Sand-sweeping

/continued ...

Then of course we have the challenge caused by the sun. 365 days a year and with temperature ranges from lows of 10°C during winter nights to 60°C in some areas in the height of the summer. We however still expect our vehicles to perform in these extreme conditions. In fact we rely on them to work, as breakdowns in remote areas will likely result in fatal outcomes.

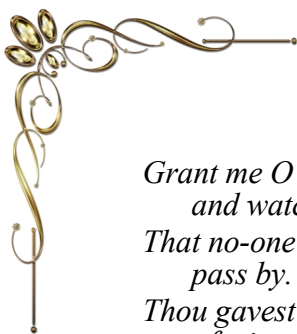
One of the challenges I am currently working on is the failure of tyres. The road network is littered with the remains of vehicle tyres that have delaminated whether they are from trucks or cars. Truck tyre failures are far easier to understand, as the trucks tend to be very heavily laden - up to three times their maximum gross weight - and the tyres are unable to safely carry the load. Cars, however, pose a different challenge. A recent study that I was working on showed the temperature build up in the vehicle tyres was far beyond the temperature that the tyres are tested and certified for. The standards we have in Europe or North America are perhaps not the correct standards to be applied in the Gulf Region? To change standards however takes time and understandably all authorities want to have evidence that a change is required. Studies to provide the evidence are however few, so there is a constant challenge to provide a platform to establish a programme of change. Perhaps that is why I have been here for eight years: there is always another road safety challenge to work on.



Tyre failures

Simon Labbett
Sultanate of Oman

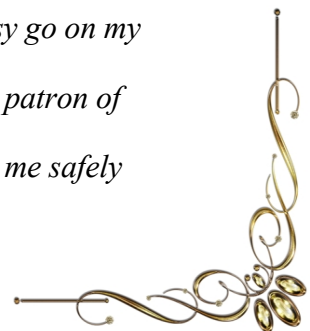
Thanks to Maurice Upton, who has found:



The Motorist's Prayer

*Grant me O Lord a steady hand
and watchful eye.
That no-one shall be hurt as I
pass by.
Thou gavest life, I pray no act
of mine
May take away or mar that gift
of Thine.
Shelter those, dear Lord, who
bear me company,
From the evils of fire and all
calamity.*

*Teach me to use my car for
others' need;
Nor miss through love of undue
speed
The beauty of the world; that
thus I may
With joy and courtesy go on my
way.
St Christopher, holy patron of
travellers,
Protect me and lead me safely
to my destiny.*



**Congratulations to these new Full Members,
all pictured with their Observers**



Peter Holmes (FIRST) with Gordon Egerton



Paul Strachan (left) and Philip Thomas, with Jill Irwin



David Coppard with Dennis Clement



Tom Docherty with Phil Coleman



*Nick Skaliotis (FIRST) with Dennis Clement
Nick's Observer was Kay Barfoot*

A little flavour of the Skid Pan event
on 10 May. Thanks to Kevin Crowley and
his team for a most enjoyable evening -
and to Malk for the photos

