



**CENTRAL SOUTHERN
GROUP OF
ADVANCED MOTORISTS**

**NEWSLETTER
WINTER 2015**

IAM
DRIVING ROAD SAFETY

Central Southern Advanced Motorists

www.iamgroups.org.uk/centralsouthern

CSAM COMMITTEE

CHAIRMAN
DENNIS CLEMENT

01243 553097
chair.csamcar@iamgroups.org.uk

VICE CHAIRMAN
JEAN CLARK

01444 246096
vicechair.csamcar@iamgroups.org.uk

SECRETARY
DAVE STRIBLING

07455 826862
secretary.csamcar@iamgroups.org.uk

TREASURER
MALK MONRO

02392 465535
treasurer.csamcar@iamgroups.org.uk

CHIEF OBSERVER
GARY SMITH

01243 828225
chiefobserver.csamcar@iamgroups.org.uk

MEMBERSHIP
ANDY WILSON

01329 517049
membership.csamcar@iamgroups.org.uk

INFORMATION, COMMUNICATIONS & TECHNOLOGY (ICT)
LYNETTE WOODWARD

01243 536139
webmaster.csamcar@iamgroups.org.uk

OTHER CONTACTS

ASSOCIATE LIAISON
GLENDA BIGGS

01243 263537
associate.csamcar@iamgroups.org.uk

EVENTS CO-ORDINATOR
GLENDA BIGGS

01243 263537
associate.csamcar@iamgroups.org.uk

PUBLICITY
(Position vacant)

NEWSLETTER EDITOR
TINA THURLOW

01243 533092
newsletter.csamcar@iamgroups.org.uk



From the Editor



Welcome to the Winter edition - though as there have been Christmas fayre in the shops since September and Christmas films on television for several weeks, as I write this it feels much later than 3 November ...

I am happy to say that this issue is packed full of interesting articles, news, etc, so a huge thank-you to all those who have provided articles (especially those whose first contribution it is), photographs, etc: we're trying to improve each issue and your input is vital. If you'd like your say on anything motor - or motoring - related, or to share an experience with other Members, do email me: it is your Newsletter - I just have the fun of trying to fit in all the material in a readable form!

Glenda has put together an interesting and varied programme of events for the coming season, so do get the dates in your diary now!

I have always understood that the curse "May you live in interesting times" originated in China, but according to [Wikipaedia](#) there is no evidence to support this. Nevertheless, whatever the saying's derivation, there is no doubt that in many ways these times are 'interesting'! Let's hope, however, that we will all have a nicely predictable winter and not too much of the white stuff: it's so pretty when it first falls - as long as you don't have to go out in it!

Best wishes;

Tina



PLEASE NOTE

*The deadline for contributions to the CSAM Spring Newsletter is **Saturday 31st January 2016***

Contents

CSAM Committee & Officers	2
From the Editor	3
Events Diary	4
From the Chairman	5
Eastern Forum - 1 December meeting details	7
Chichester Forum - invitation to meeting on 5 January	7
Membership Mumbblings	8
Associates' News	9
Highway Code updates - Dave Stribling	10
Dave's Tips - "Are we there yet"	11
Young Drivers offer	13
From 'Reflector'	14
More advice passed on by Dave	16
VW Family – 7-Speed DSG Auto- matic Gearboxes - Chris Collins	17
Further to 'From Reflector'	20
AGM Presentations gallery	22-23

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.

- Tues 1 Dec**
[HAMSVA meeting room](#), RH15 9AE
Eastern Area meeting with guest speaker from the Kent, Surrey & Sussex Air Ambulance Trust. (Further details of venue etc, on page 7.)
- Sun 13 Dec**
9.30 am - noon
[Northgate CP](#), 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: No Observed Runs in January or February**
- Tues 12 Jan**
7.45 for 8.00 pm
[PCC](#)
Quiz Night: Bernard Timbers has very kindly offered to prepare a mixture of general knowledge questions and brain teasers to test our grey matter
- Tues 9 Feb**
7.45 for 8.00 pm
[PCC](#)
Talk by Motorsport Artist [Christopher Dugan](#). Do have a look at his website - I think we're in for a treat!
- Tues 8 Mar**
7.45 for 8.00 pm
[PCC](#)
Desktop Rally. Details to follow - watch the [Events](#) page on our website
- Sun 13 Mar**
Free Observed Runs (see 13 December for details)
- Tues 12 April**
7.45 for 8.00 pm
[PCC](#)
Talk on road surfacing
- Sun 10 April**
Free Observed Runs (see 13 December for details)
- Tue 10 May**
Skid Pan
- Tue 14 June**
Manoeuvring Event
- Tue 12 July**
Walking Treasure Hunt
- NB: No event in August except **Observed Runs** (14 August)**
- Tues 13 Sept**
Talk on tyres by [Nick Elverson](#), Roadwheel Tyre & Exhaust Ltd

CP: Car Park ~ **BC:** Billingshurst Centre, Roman Way, Billingshurst, RH14 9EW
PCC: Pagham Church Centre, Nyetimber Lane, Pagham, PO21 3JT

From the Chairman



So, we are fresh from our AGM which forty nine Members attended including four from our neighbouring Worthing Group; it was a pleasure to see you all. As usual the formal part of the evening was dealt with swiftly and after dealing with the full and detailed Officers' reports your current Committee was re-elected for a further year; I have more to say on that later. After the formal part of the meeting Sarah Sillars OBE, IAM's Chief Executive Officer, gave a very illuminating and amusing presentation about herself and how she sees the IAM moving forward over the next three years or so. She is certainly a very positive leader and I and many others are sure that our organisation is in very safe hands. Tina has prepared a report on the evening which can be found on our [website](#). However, you will have to hunt for it as it is amongst all the passes that we have recently seen, which is excellent and which includes a lot of F1RSTs.



Sarah Sillars, OBE

The AGM reflected a very good year and since the start of this 'new' year our number of Associates passing with a F1RST is 50% against a national average of less than 10% - not bad, eh? Well done to all the Associates and their Observers, and in particular to Nick Baillie and his Observer Kevin Hopkins. Nick scored all 1s on his test report and he is still only 18: brilliant!

I have spoken before about succession planning but the Committee has now been re-elected for its third year and it would be remiss of us if we didn't start to introduce new blood/ideas to keep the Group's direction fresh. The Committee is small and we like to think we are very friendly and efficient but that, of course, is for you to judge. If you would like to become part of it then why not come to one of our Committee meetings, which are held at Billingshurst, and sit in to see what we are doing. If you decide you want to join more formally then that is no problem and you would have time to monitor a particular rôle that would suit you. We do need a broad range of abilities to continue to operate successfully and I think those that attended the AGM will have seen that we are certainly moving in the right direction. Without doubt the linking of the three Groups over two years ago has proved to be a real success, not just for the Group and its Members but also for the motoring public at large. If you want to come to any Committee meeting just let any of the Committee know, or just turn up on the night:

/continued ...



Ros Parker

*Ros Parker has just received her new IAM membership card which states "50th Year of Membership".
Congratulations and well done, Ros.*

our meetings are open. Our next one is on 19th November at 7.00 pm, and future dates can be found on the [website](#) ... and there is free coffee or tea!

As you know I am (now was!) a member of the National Representative Group of the IAM but (as explained at the AGM) that Group has recently been disbanded. In its place will be Regional Strategy Groups (RSG), which will feed on views from the Regional Forums which will remain much as they are at the moment. On each of the RSGs will be an IAM Trustee and we will be having Ken Keir (the IAM Chairman elect) on the Southern RSG, which is good for us. There will be an election for the Group Representative positions and as soon as I have more information about the detailed composition of the Groups I will let you know.

Regarding meetings in the Crawley, Horsham, Brighton area we are making progress. Informal meetings are being held to discuss the way forward and the participants are currently sourcing appropriate venues and dates. Any further ideas or details of venues or subjects would be welcomed. As soon as we have any more information we will let you know, but keep looking on the website for up and coming events, as that will be the first advert for them.

Back to my first paragraph. We are all getting older and rightly we need to get more younger drivers on board. This subject featured at the recent IAM Conference at Aston University which Gary Smith, Dave Stribling and I attended. We are sure that you will hear much more on this subject over coming months but, as a Group, we are offering an attractive discount scheme to attract Members' children/grandchildren. Please see page 13 for more details. Your offspring are so important to you, so how about taking up the offer? On the same subject, if your children have ideas about what they think IAM should be doing for them and their peers then please let me know, as the more we "more mature drivers" understand their needs the better.

Finally, a story which I found amusing but has nothing whatsoever to do with motoring. You may or may not know that I was, in my previous life, a banker (no, don't go down that route!) so you will see the connection. The police were recently called to a report of an attempted break-in at a Royal Bank of Scotland branch in Clydebank, West Dumbartonshire. They are now hunting three men who were seen running from the building in the town's Rockbank Place at around 1.50 am. Had the robbers done their homework properly they would have picked up one critical fact - the branch had been closed almost a year ago. A lesson there, methinks. Still on a banking front, I could also tell you a story about how my team of auditors inadvertently mobilised most of a county's police force, including all firearm officers, to a relatively small town on the

/continued ...

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

The Newsletter and its contents are copyright of
Central Southern Group of Advanced Motorists
Registered Charity No.1079142 ~ ©2015 ~ All Rights Reserved

basis of a suspected major cash raid at a competitor bank. My subsequent discussions with the Chief Inspector were "interesting" but I did point out to her that it provided her force with a good practice exercise; not sure she was convinced though!

Drive carefully.

Dennis
Chairman

*Do you have a good idea for an event?
Contact Glenda Biggs, CSAM's Events
Co-Ordinator, on
associate.csamcar@iamgroups.org.uk
or 01243 263537*

!! STOP PRESS !!

Following the success of the first **Eastern Area meeting** held at the Hickstead Hotel in June, I am delighted to announce that a further meeting has been arranged by our newly formed **Eastern Forum**, covering the area east of Billingshurst (encompassing the old Horsham & Crawley and Brighton area groups). The two-hour meeting will take place on **Tuesday 1st December, commencing at 7.30 pm.**

The venue is the meeting room of the Horsham & Mid Sussex Voluntary Action ([HAMSVA](#)), situated above Lloyds Bank, 38 Church Road, Burgess Hill, [RH15 9AE](#). The entrance to the building is at the rear of Church Road, accessed via the Church Road car park, where free parking is available. One of our Forum members will be at the door to direct you to the room.

Our Speaker for the evening will be a member of the [Kent, Surrey and Sussex Air Ambulance Trust](#), who will give us a fascinating insight into the work of this vitally important voluntary life-saving organisation.

Please put this date in your diary. We look forward to seeing you, your Associates and/or guests, for what I am sure will be an excellent evening.

Jean Clark

CHICHESTER FORUM MEETINGS

A reminder that the Chichester Forum meet 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 5th January 2016**, please contact Bernard Timbers for details - bpt004@gmail.com.



Membership Mumblings!

As normal, the membership figures come first. Central Southern Advanced Motorists have 297 Full Members, 80 Associate Members and 3 'Friends' Members, giving a total current membership of 380. These figures are little changed since the last Newsletter and hide the fact that all the time some people are joining and others are allowing their membership to lapse.

To emphasise this rate of change I would like to welcome the following new Members to Central Southern Advanced Motorists: Carol Anderson, Matthew Fynn, Nick Skaliotis, Jennifer Coles, Charlie Gamble, Anthony Book, Neil Hatfield, Richard Fowles, Duncan Ansell, Abigail Foster, Joseph Cook, Ray Fox, Joan Terrington, Ian Austin, Katherine Khoo, Duncan Ford, Arthur Perry, Darren Trussell and James Muir, who have joined as Associate Members, and also Tony Higgs and Peter Green who joined as Full Members since the last Newsletter's editorial deadline. I look forward to meeting you all at the various events the Group will be holding.

In the previous Newsletter I said that I was currently looking to moving house and that I mentioned this only because when the actual move takes place there could be an interruption to my email service, so please bear with me if you think that I am slow to respond to a message from you. The latest date for our move means that I now expect to move as this edition goes to press, so if this late to your inbox then I apologise.

We are now at the time of year where we travel in the dark much more and I am amazed at the number of people I follow who do not use main beam when appropriate, often made worse by the fact that they are driving with only a single working headlight. I remember the look on the face of an oncoming motorcyclist when a friend decided he had room to overtake the slow car on dipped headlights in front, on a dark straight road, and still leave plenty of room for the motorcyclist, only to discover, just in time, that the motorcyclist was in fact a car driver with just his nearside headlight working. Needless to say this friend was not an Advanced Motorist.

Don't check your own headlights only when starting off but continue to check them while driving when you can - reflections from the vehicle in front or shop windows etc.

On modern cars it can be difficult to change bulbs at the roadside or on a garage forecourt but if your car does not have the bright daylight running lights you could consider the illegal but safer option of switching on your fog lights until you get to a place where the repair can be undertaken. At least you would be showing a light on each side of the vehicle and would not be mistaken for a motorcyclist by the unwary.

Finally, Members or drivers wishing to become Members, or requiring more information, can reach me by email at membership.csamcar@iamgroups.org.uk or by 'phone on 01329 517049, at least for the moment.

Safe Motoring.

Andy Wilson
Membership Secretary



Associates' News



Congratulations to the Associates below on passing their Advanced Driving Test, and well done to the Observers who helped them get there. F1RST passes were achieved by those starred.

We must apologise that Chris Collins, whose Observer was Oliver Farley and whose ADT pass was listed in the Autumn Newsletter, was not credited then with the F1RST which he gained; this information had not reached us before the Newsletter went to press.

<u>Associate</u>	<u>From</u>	<u>Observer</u>	<u>Examiner</u>
Lorraine Houlden	Middleton on Sea	Alan Burt	Adrian Short
John Piper	Billingshurst	Derek Williams	Greg Page
* Sarah Turner	Horsham	Derek Williams	Richard Keightley
* Phillip Simmons	Forest Row	John Foulkes	Nick Illingworth
Alison Carre	Horsham	Kevin Hopkins	Greg Page
* Nick Baillie	Horsham	Kevin Hopkins	Richard Keightley
Richard Banister	Arundel	Jill Irwin	Adrian Short
Peter Rowles	Emsworth	David Burden	Colin Thaxter
* Phil Rowley	Chichester	Gordon Egerton	Colin Thaxter

Nick Baillie, who passed in October with a F1RST aged 18, is to be especially congratulated: the Examiner, Richard Keightley, said that Nick delivered a sterling drive - he was not sure if Nick is the youngest candidate to achieve a F1RST. It is a credit to him and to his Observer, Kevin Hopkins.

The waiting list stands at eleven (five of whom are from the Brighton area), although we have been allocating new Associates as well as those on the list.

The 'Love Driving' assessments are ongoing. Thank you to all the Observers who have been able to dovetail these extra assessments in with their already busy lives.

Thank you to our Observers for continually updating me on your Associates. This is a great help in planning/liaison. It would be very useful if you would please advise me of the date of the ADT and name of the Examiner. It has been traditional that the Liaison Officer contacts the Associate the day before a Test to send good wishes and it also keeps the records up to date.

Thank you to everyone for your continued help and support.

Glenda Biggs
Associate Liaison



Malk's Military Musings

Infantry Journal:

If you see a bomb technician running, try to keep up with him.



As Dennis has mentioned in his report, in her talk at the AGM Sarah Sillars gave us an excellent idea of how the IAM is developing its approach - and the products it offers - to appeal particularly to young drivers (and of course riders).

To illustrate this, Sarah showed us a film which the IAM recently commissioned, entitled "Save Kids' Lives". I believe those who were not able to be at the AGM would find this of interest.

Just click on this [link](#) or visit the website at:

<https://drive.google.com/open?id=0B20ifzIKJaXLYIB1M1UzaU9UVkU>



A note from CSAM's Secretary, Dave Stribling

The Highway Code

HM Government provides a valuable free service, regularly sending short reminders based on Highway Code rules to those who register to receive them. The service is good reading and will be useful to all Members, including Observers when answering questions during observed runs with Associates.

Subscribe to the service using the following link: it's rewarding!

<https://public.govdelivery.com/accounts/UKDVSA/subscriber/new>

Following our Chairman's 'admission' in his report (page 5) about the day job he did for many years in preparation for the day and night job he now does for CSAM, I was amused when a friend recently drew my attention to the website of Hargreaves Lansdown, who describe themselves as "the UK's number 1 'investment supermarket' for private investors".

In a report entitled "[Lloyds' third quarter profits rise, but shares fall early on](#)", there is a paragraph which runs:

"Hopefully, when impairments do eventually rise, PPI charges will be falling away. Never before in the field of human finance, has so much been paid by so few, to so many. Lloyds' bill for PPI is now over £13.4bn ..."

I thought this was delightful and hope any (all) bankers reading it are also able to have a chuckle! Ed.

Dave's Tips



Are We There Yet?

Satnavs are a major source of driver distraction and put both their lives and those of others at risk by operating them while on the move or by blindly following instructions and not anticipating the road ahead.

I think that, as with mobile phones, younger drivers just take on board the convenience and ease of use of satnavs, but their lack of experience deprives them of the necessary awareness as to the extent of their distraction from the main task which is, of course, driving. Other drivers often remain unaffected by advice not to use them because not doing so doesn't fit with their work or social lifestyle; nothing bad has ever happened to them as a result of using them. This in turn reinforces a potentially dangerous habit.

Satnavs are very useful - although I do agree that using them tends to diminish our old map reading and navigational skills. They can aid safety by helping drivers to make decisions early but should not distract them from the road. At 70 mph you will travel the length of a football pitch in the three seconds it takes to select and press a satnav button.

There are various ways to help make satnavs safer to use, and here are a few:

Practise driving with the satnav on but ignoring the display. Some devices will allow you to turn off the display. You should be able to use just its voice directions without taking your eyes off the road. If you're not careful, a satnav display will draw your attention from road conditions and traffic. Use the display only to confirm the instruction, which only needs a glance.

At all times, what you see takes priority over what the satnav says. We've all heard the stories of people being stuck in narrow lanes, driving into rivers and on to railway lines and being directed into oncoming traffic. If the road looks wrong, don't take it.

Operate the satnav only when you're parked. Even if it's a one-touch device, operating it draws too much attention from the road. This isn't easy to do, but once you experience one of those moments when you were clearly distracted and survive the incident unscathed, your future behaviour will probably be changed for ever. This may be the most effective way to make a change in behaviour but it isn't really to be recommended. Being seen fiddling with your satnav while driving could result in your being issued with a ticket for 'not being in full control of your vehicle' - an offence, by the way, that covers anything you do in the car that cannot be part of the specific driving task.

/continued ...

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.

Always check the route before you set off. Some satnavs have a habit of picking unsuitable routes for different reasons, and you won't know the latest road closures or the restrictions on the vehicle you are driving. Always take a map as a back-up.

Don't rely on safety features such as rest-break information. You should be able to drive safely without these. Take your rest breaks when you feel tired and at least every two hours.

If you are about to miss a turning, don't attempt a dangerous manoeuvre to comply with the instruction. The satnav will normally recalculate a new route, so drive on till it does. If you need to turn or change direction, make sure it is safe to do so.

If you are using a mobile phone satnav app, you will break the law if you use it hand-held or even if it is in a cradle in certain circumstances. Remember that if you use a hand-held mobile phone (which includes simply touching it) while driving you will break the law except in extremely limited circumstances. If convicted either at court or by fixed penalty ticket, your insurer may withdraw motor insurance cover and you may not then be able to arrange alternative cover.

Mount your satnav properly, where you can see it without moving your head but where it doesn't interfere with your view. Make sure it isn't in the way of the airbag and that power leads do not interfere with the car's controls.

That's me done for this edition - mind how you go!

Dave Harris

Approved Driving Instructor/Fleet Trainer



Lorraine Houlden, who passed her ADT on 11 September, with her Observer, Alan Burt



... and, because it was scarcely visible in the previous photo, Lorraine's 007 Jaguar!



Malk's Military Musings

Without ammunition, the Air Force is just an expensive flying club.

YOUNG DRIVERS offer

Your children and grandchildren are so 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 **Skill for Life** 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 is so simple - pay now and get **£75** back when the Test is passed.

Contact

Andy Wilson

Membership Secretary

membership.csamcar@iamgroups.org.uk

01329 517049



Churchwardens' notice in church car park

From "Reflector" ...



READ ANY GOOD ROADS LATELY?

or

SEVEN TIMES WORSE THAN AVERAGE

We all have favourite pieces of road which we learn to take with greater care than usual, roads with a reputation. One of these lies just outside Horsham and is a short stretch of the A24 from Daux roundabout (on the northern edge of Horsham) through Kingsfold to the roundabout at Clark's Green beside the village of Capel. It's only 4.1 miles long, 2.8 of which are in West Sussex, the rest in Surrey. And straight away we can see part of the cause of this problem route - responsibility for it is split between two local authorities. It's at the border between them and it is a recognised fact that local spending is concentrated towards the centre not the periphery. (It turns out that this concentration is true even for contiguous London boroughs.) To add to its woes, this bit of the A24 crosses the Horsham-Dorking railway line, and it does so via a humped-back bridge at an angle. So there doesn't seem to be much incentive to sort the road out properly.

What's wrong with it?

It has a horrific accident rate, and the numbers tell a depressing tale.

I've researched these figures on line from the reported accident rates on West Sussex's website and I still can't believe just how bad they are. Taking a five year period, there were 2,168 killed or seriously injured (KSI) on the county's roads. That's a little over 400 a year, on average. The county has 2,492 miles of road, which gives an approximate rate of one KSI per mile over a five year span. It's 0.86 KSI per mile. Does that sound credible to you? It sounds far too high, but that's what the county is stating so we have to assume it's right.

Surrey doesn't produce its figures in the same way for individual roads as West Sussex does, so we will have to confine our attention to the Sussex part of the A24. The West Sussex website allows the user to focus in on any road in the county and to maximise it. Along its length are the accidents by type over the last five years: red triangle for a fatality, blue square for seriously injured and a green disc for a slight accident. Over five years there were a total of three deaths, fourteen seriously injured and twenty-two slight accidents, all on the stretch immediately north of Horsham. That's 17 KSI in five years over the 2.8 miles which lie in Sussex. This gives 6 KSI per mile for the five year period, against 0.86 per mile for the county as a whole which we calculated above. 0.86 divides just on seven times into 6. This section of road is seven times more dangerous than the county average.

What's wrong with it?

I showed the route to one of my Associates and he replied most pertinently, after a very short pause.

"The road before and after it", he said.

/continued ...

He's right. Take a quick glance at the map and you can see that the A24 is dual carriageway all the way from Worthing to the Daux roundabout (Horsham) and dual carriageway from Clark's Green (Capel) on to North Holmwood on the southern edge of Dorking. But this little bit in the middle, this 4.1 miles of treacherous roadway, is single-carriage and it twists, turns, has blind summits, double apex curves and a humped-back bridge. It's a switch-back death trap for far too many: the unwary plunge into this trap, lulled by fast driving over many miles on dual carriageways. For some the dangers become all too real and unforgettable.

So I took my Associate on this route, and have taken all my other Associates on it too. Because this is where the *Skills for Life* come into their own. This is what the IAM is all about. This is where your skill can save your life, and the statistics above prove it.

The secret's not difficult, the skills are soon acquired and their application is straightforward.

Simple. Read the road.

And here the two county councils have indeed gone to a lot of trouble to help you. Time to remember the expensive paintbrush. Consider for a moment what it costs to paint or renew a line on the road. The highways authority have to approve it, it must meet the right conditions (at one time the police did so on their own initiative!), it must conform to regulation types, the road has to be closed or have bollards put up on an agreed date and a team of workers plus equipment must be assembled to do the job. It's not cheap and it isn't done lightly. Every yard of this road is clearly marked with lines and the verge is awash with signs. If the county went to all this trouble and expense to paint marks and erect signs, shouldn't you at the very least read them?

I went to the trouble of cycling this road with the specific intention of counting every road sign and noting the road markings. There are too many of the latter to list them here but I can tell you that there is a road sign on average every 234 yards the full 4.1 miles of this section of the A24. That's a total of 31 signs, eleven of which are reminders of the 50 speed limit. An electronic reminder also flashes up speed and advises you to slow down. There are thirteen warning signs, from bumpy road to twists, curves and junctions; and there are boards with chevrons. A total of seven installations of chevrons include a string of six of them each with two or more chevrons apiece. Thus there's plenty of guidance.

Now read the road. Start off at the Horsham end and note the central dashes. A warning sign of 50. Two-way traffic. Hazard line, and ahead the direction arrows warning traffic to get back to their own side of the road. The hazard line then doubles - solid/broken - and then goes double solid. An exclamatory sign says narrow road and the road rises to a crest beyond which is a junction left to Warnham. A curve to the right, a sharp dip downwards and a curve left to climb the short hill. Guided by the double lines the direction is clear and the camber good. A brief glance over the hedgerow shows the line of traffic coming towards you and you let the downhill give you natural acceleration just as the succeeding hill gives natural braking as you approach the next left junction and the first of all those chevron boards.

/continued ...

So far we've covered less than a quarter mile.

But that's the flavour of it. Let the central markings act as a sensible guide, the change in line type acting as a warning of changes ahead, and read those signs as you pass. If you concentrate, and the traffic lets you, you can drive the whole way, including the double apex bend at Clark's Green, without touching the brakes. I've done it, and so have some of the Associates once they get the idea that the road markings are there to be read, same as the signs are.

In case you get too confident about it, there's always the odd articulated truck to keep you in your place. They are huge and rarely more so than when they loom over the blind summit or the humped railway bridge, filling their side of the road completely and threatening yours.

And at that bridge, as you go south back to Horsham, there's the saddest reminder of what it means. There are ribbons tied to a tree, ribbons once red, now faded to a battered pink, flapped by the draught of passing traffic. The cross and the notice below tell you that Charlotte (1997 - 2015) lost her life here, right at the edge of the bridge parapet, among the trees lining this deceptive road. I know nothing about Charlotte. All I do know is that 18 is no age to die, and so unnecessarily.

Would we have to read her memorial if only someone had learnt to read the road?

Reflector

(Oliver Farley)

Further to this article, Councillor Adrian Lee (Member of Horsham District Council) and Oliver have kindly allowed me to include the relevant part of an email exchange which they have had on the subject of this stretch of the A24 (see page 20). I think Members will agree that this is an example of the sort of response we would all like to be able to expect from our elected representatives when raising matters of concern. Ed.

CSAM is grateful for all the advice, reports, surveys, etc, passed on to us by [Dave Harris](#). Again this time, all the articles are drawn from "Communications" issued by [AIRSO](#) (The Association of Industrial Road Safety Officers), and each has this type of border. The opinions expressed do not necessarily reflect those of CSAM, nor of the IAM.

POLL WANTS ACTION ON LOCAL ROADS

The RAC has called for reforms to councils' legal responsibilities on local roads after a major survey suggests it is a top priority for transport spending. A poll of more than 1,500 drivers found local road upkeep to be the top transport spending priority for 30% of respondents, while a further 48% cite it as a top five priority.

In terms of local government spending, only education was given a higher priority with 46% placing it in the top spot while road maintenance came in second with 18%, ahead of social services and housing assistance.

VW Family - 7-Speed DSG Automatic Gearboxes

Many members will be aware that the VW family of cars (Skoda, Seat, VW & Audi) offer a choice of dual multiple-disc clutch automatic gearboxes across their range of cars. In general the 6-speed option is available in their Diesel models whilst the 7-speed is allocated to their petrol engines.

Because I do not travel vast mileages I try to choose a petrol vehicle but this is becoming increasingly difficult, as the vast majority of manufacturers seem to worship the god called Diesel. My previous car was a petrol VW Golf GTI with the 6-speed DSG, which I owned and enjoyed for 6 years with no problems at all.

However, that was all to change in 2011 when I purchased a Skoda Octavia Laurin & Klement, which came with the 7-speed option. Over the course of the next few months I found the 7-speed less smooth and responsive on gear change. But nothing I could substantiate. I did however experience one horror. When waiting to pull away at a roundabout I pressed the accelerator and there was a noticeable pause before it responded! Nasty!

Fortunately in 2014 there was a recall on all 7-speed variants. Apparently they (VW) had ascertained it had the wrong oil! Synthetic, instead of mineral (I think). The hesitation at roundabouts disappeared, to be replaced by another 'characteristic', namely judder when changing from 2nd to 3rd and in some cases 1st to 2nd. If you don't believe me, ask some of the IAM Observers who accompanied me during my training. "Honest gov, it wasn't me, it's the car"!

On more than one occasion the car was returned to Azur of Chichester, who were very understanding but unable to recreate the problem. Why? - because they didn't run it long enough for the engine to get hot when the incident was most likely to occur. VW group assured me there was nothing reported on their worldwide database. Rubbish! 10 minutes on Google with the key 'DSG 7-speed issues' brought up the problem and the answer - on website '[Pistonheads](#)'.

Several other owners had experienced exactly the same problem as I. The clutch plates need to be replaced. Why? I am not a mechanical engineer but I suspect that this damage was done while the wrong oil was present.

Fortunately when presented with the facts Skoda & Azur agreed to dismantle and replace the gearbox, with new parts at a not insignificant cost to them and none to me. I am a multi Skoda owner (my wife is on her 2nd Skoda) AND, more importantly, I had had all my Skoda cars serviced by Skoda dealers - so there was no question of generic or other label parts being used.

I am now a 'happy bunny' BUT why was it left to me to prove there was a manufacturing fault? I guess I was lucky when I presented them with the problems at a time when they are particularly sensitive in respect of the Diesel emission issue.

Chris Collins

COUNTRY ROADS

Three people died on country roads every day last year, according to figures released by the Department for Transport (DfT). In total, 1,040 people were killed and 9,051 seriously injured on country roads in 2014, with a third (348) of fatalities occurring on a bend. In spite of this, almost a quarter of road users surveyed admit to braking too late on bends and two fifths (41%) claimed to have swerved to avoid something in the road.

The problem is most acute among young drivers, with a third confessing to braking too late before a bend and more than one in ten admitting to 'taking the racing line' by crossing into the opposite side of the road to take a turn faster. Young drivers are also the most likely age group to overtake on a bend without a clear road ahead.

In response, [THINK!](#) is launching a new country roads campaign. *THINK!* has partnered with a farmer to turn potential road hazards into impossible-to-ignore warning signs. 'Helpful hazards' features animals and vehicles sprayed with helpful signs prompting drivers to slow down, anticipate hazards and brake before the bend, not on it.



Richard Banister receiving his ADT certificate from his Observer, Jill Irwin



Phil Rowley proudly holding his FIRST certificate, with his Observer, Gordon Egerton

SPEED MANAGEMENT

A UK-first traffic speed management scheme using traffic lights to slow down speeding drivers is being trialled. The initiative, in the village of Fairlie on the West Coast of Scotland, monitors the speed of vehicles and turns traffic signals to red if they are going too fast. Any driver seen to be in excess of 34 miles per hour will get a red light at that junction. From a driver's perspective it's encouraging speed compliance, so a carrot of speed compliance rather than the big stick of speed enforcement.

The scheme, which has been used in mainland Europe, has the advantage of managing speed in real time. The effects of the scheme on overall speed through the village will be monitored and the solution may be rolled out in other locations across the country.

MOBILE PHONE PROSECUTIONS

The number of motorists being prosecuted for using their mobile phone while driving has fallen by almost 50%, according to official figures seen by the RAC. Prosecutions have come down by 47% between 2009 and 2014.

The fall comes despite figures from the Department for Transport (DfT) showing a persistent number of drivers are still using their phone at the wheel - highlighting a worrying mismatch between what motorists see happening on our roads and what drivers are being prosecuted for. A motorist caught using a mobile phone is most likely to receive a fixed penalty notice (FPN) from a police officer, as there is currently no technology in use by police forces that automatically detects illegal use. Between 2011 and 2013, the number of FPNs handed to drivers dropped from 123,100 to 52,400 - a fall of 57%. New figures show prosecutions for offences related to mobile phone use at the wheel have also fallen sharply. In 2014, 17,414 prosecutions were made in magistrates' courts in England and Wales, which is 15,157 fewer than in 2009.

A motorist may be summoned to a magistrates' court if they ignore or choose to challenge a fixed penalty notice, if they already carry too many points, or if the offence is deemed too serious for a fixed penalty. The fall is despite figures from the DfT indicating a relatively unchanged percentage of car drivers using phones at the wheel.



What makes 100%? What does it mean to give *more* than 100%? Ever wondered about those people who say they are giving more than 100%?

We have all been to those meetings where someone wants you to give over 100%. How about achieving 103%? What makes up 100% in life?

Here's a little mathematical formula that might help you answer these questions:

If **A B C D E F G H I J K L M N O P Q R S T U V W X Y Z**

is represented as 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26

Then **H-A-R-D-W-O-R-K** is $8+1+18+4+23+15+18+11 = 98\%$

and

K-N-O-W-L-E-D-G-E is $11+14+15+23+12+5+4+7+5 = 96\%$

However, **A-T-T-I-T-U-D-E** is $1+20+20+9+20+21+4+5 = 100\%$

and

B-U-L-L-S-H-I-T is $2+21+12+12+19+8+9+20 = 103\%$

And look how far ass kissing will take you:

A-S-S-K-I-S-S-I-N-G is $1+19+19+11+9+19+19+9+14+7 = 118\%$

So one can conclude with mathematical certainty that, while hard work and knowledge will get you close, and attitude will get you there, it's the bullshit and ass-kissing that will put you over the top.

Further to "From Reflector", on page 14

From: R And O Farley
To: Lee, Adrian
Subject: Re: Hadmans Close

Dear Adrian,

(...)

On a different issue, I take road safety and driver training seriously and am involved with the Institute for Advanced Motorists. I recently wrote a little article for the newsletter of the Central and Southern Advanced Motorists, under the by-line title of Reflector. I attach a copy as it's about that notorious stretch of the A 24 from Horsham to Capel. I hope you enjoy reading it, and if you've any comments I'd be pleased to hear them.

Good wishes,

Oliver

From: Lee, Adrian
To: R And O Farley
Subject: RE: Hadmans Close

Dear Oliver

Thank you too for the article about the A24. I share all your views on this stretch. It is a dangerous road and must be treated with the utmost respect at all times.

Like you, I have also made a point of driving this road without touching the brakes and it can be done both ways, in accordance with the speed limits by properly reading the road, positioning the car correctly and using the topography. That said, I have been driving for 32 years and have covered probably in excess of 1.5 million miles!

Sadly, that poor girl Charlotte, will never have the opportunity to learn those skills and I also reflect when I drive past that bridge. A few weeks ago, I saw what I have assumed must have been her family at the site placing new flowers. My heart went out to them.

One of my daughters is 19 and for the previous 12 months used to drive that road twice a day taking herself and two siblings to school and back. I always made a point of regularly reminding her to treat that particular stretch of road with respect and to concentrate fully.

On rainy days or at night I re-emphasised the point.

She's now at University in Aberystwyth and but I was mindful of Charlotte every time she drove it and always was relieved to see her return home each day. Sometimes, we take so much for granted and if there is a purpose to Charlotte's all too early and desperately sad death, then perhaps it is that it can make us better understand the value of our own lives and the time we have been given.

Best regards

Adrian

The editor received several enthusiastic and appreciative comments following Tony Gunton's article in the Summer Newsletter about his visit to last year's [Milan Autoclassica](#) (2016 event 18-20 March - for further details follow the link).

Any Members thinking about visiting the Autoclassica, perhaps on the way to a break in Tuscany, may like to know that Tony has an interest in a company arranging holiday lettings (<http://hiddentuscany.com>). Tony has very kindly offered to give an exclusive 15% discount to current CSAM Members only and their wives and family who book self-catering accommodation via the Hidden Tuscany website before the closing date of **1st June 2016**.

CSAM cannot of course accept any responsibility regarding bookings made by Members, nor can we vouch for availability on your chosen dates or for the accommodation, which (unfortunately!) we have not seen. However, if you are interested, please contact Tony (tonygunton@bosham.me.uk), who will provide a discount code for you to use when booking.



Martin Pullen, who passed his Advanced Driving Test with a FIRST on 24 August, is seen here receiving his certificate from Dennis Clement, who was his Observer

SPEEDING STILL NUMBER ONE

Figures obtained by the Institute of Advanced Motorists (IAM) have found that, over the last decade, speeding is still the biggest motoring-related offence where the defendant is found guilty in court. The numbers of those found guilty have risen sharply in the past 12 months - from 115,935 to 148,426, an increase of 28% which is the highest number since 2005. The 2014 figures were 2% greater than 2004.

The next highest offence where defendants were found guilty was vehicle insurance-related crimes, although the percentage has fallen dramatically since 2004. Some 118,254 people were found guilty in court of this, which is 7% up on 2013 but 84% down on a decade ago, when 218,142 were found guilty.

The figures, obtained by the IAM from the Ministry of Justice, also show that vehicle registration and excise duty offences and driving with alcohol in the blood above the legal limit are both offences that have fallen in huge numbers in the past ten years.

According to the government's [THINK!](#) campaign, speed is one of the main factors in fatal road crashes. In 2013, 3,064 people were killed or seriously injured in crashes where speed was a factor. They added that the risk of death is approximately four times higher when a pedestrian is hit at 40mph than at 30mph.

**Presentations made at the
2015 AGM by
Sarah Sillars OBE, IAM Chief Executive Officer**



*Phil Coleman being presented with
the Vice Presidents' Trophy*



*Tom Stringer being presented with
the Ron Geering Salver*



*CSAM Observer of the Year joint winners
Sally Franks and Maurice Upton*



*Chris Collins being presented with
his FIRST ADT pass certificate*



*John Piper being presented with his
ADT pass certificate*



*John Godfrey being presented with his
ADT pass certificate*

and last but certainly not least:



Alan Sutton being presented with his ADT pass certificate



This extraordinary picture, taken in Eastgate Square, Chichester, was passed on by Marjory Poor - thank you Marjory. The cow looks happy enough, but I'm not sure about the roadworthiness of the vehicle ...! Ed.



The light turned amber just in front of her. She did the right thing and stopped at the junction, even though she could have beaten the red light by accelerating through. The tailgating man behind her was furious and honked his horn, screaming in frustration as he missed his chance to get through the crossing.

As he was still in mid-rant he heard a tap on his window and looked up into the face of a very serious police officer. The officer ordered him to leave his car with his hands up; he was then taken to the police station, where he was searched, fingerprinted, photographed and placed in a holding cell.

After a couple of hours, a policeman approached the cell and opened the door. The driver was escorted back to the booking desk, where the arresting officer was waiting with his personal effects. He said, "I'm very sorry for this mistake. You see, I pulled up behind your car while you were blowing your horn, giving the driver in front of you the finger and cursing at her. I noticed the *What Would Jesus Do?* bumper sticker, the *Choose Life* license plate holder, the *Follow Me to Sunday School* bumper sticker, and the chrome-plated Christian fish emblem on the boot, so naturally I assumed the car was stolen."

Thank you, Jean! Ed

SMART MOTORWAY SPEED CAMPAIGN

Highways England are running a campaign to encourage drivers to adhere to the speed limit on England's smart motorway network. Smart motorways use technology to keep traffic moving at busy times. The speed limit is displayed in a solid red ring overhead and along the roadside. When traffic builds up, monitoring sensors activate lower speeds in a bid to smooth congestion and help prevent stop/start traffic. If a vehicle breaks down a lane can be closed, which is indicated by a red x over that lane. The speed limit will be lowered to slow traffic while Highways England and the emergency services manage the incident. Highways England says that because the speed limits on smart motorways can change, some drivers don't realise they are still legal speed limits and are getting caught out. To counter this, Highways England has launched its 'Better watch your speed' campaign for summer 2015, to encourage drivers to stick to the speed limits on England's smart motorway network. The campaign delivers the following five messages:

- Watch your speed: you must stick to speed limits displayed in a red ring.
- On time journeys: speed limits vary at busy times to keep the traffic flowing and make journey times more reliable.
- Be safe: millions use motorways every day - think about how the decisions you make affect others.
- Don't risk it: speed limits on smart motorways are enforced by police and if you break the speed limit you will be prosecuted.
- Respect our road workers: do your bit to save lives - drive carefully, stick to the stated speed limit and keep road workers safe.



Malk says he didn't realise there was any other kind ...



Seen on a bridge in Cheriton - the source of the river Itchen, good walks and (Malk says) an excellent pub micro brewery