

Bournemouth & Dorset Advanced Drivers



May Newsletter - 2024 (edition 108)

Welcome to the summer!

Which means for the majority of us living in the popular tourist hot spots of Dorset and in particular along the Jurassic coast we are likely to be blessed with a substantial increase in traffic. It won't be longer until we start seeing caravans on the side of the M27/A31 through the New Forest with a wheel hanging off, or an overheated tow-vehicle caused by binding brakes on a caravan which may have missed a few mechanical checks over the years! Just because the tyres may have only travelled a few thousand miles and have "plenty of tread" on them, it doesn't mean that the rubber compound hasn't degraded over the years of sitting in direct sunlight on the driveway. Or they may have flat spots if the support legs haven't been used while the caravan has been out of use. I am sure there are many other checks which should be carried out - I'm certainly no expert.

Looking on the internet, at the Caravan Storage Site Owners Association ([CaSSOA](#)), they recommend the following checks, which cover more than just mechanical/road worthiness:

- Tyre pressure & condition
- Wheel rims & wheel nut tightness
- Breakaway cable & clip condition
- Coupling head greasing or if stabiliser hitch head is fitted, check the friction pad wear
- Condition of gas hoses & connections
- Battery
- Road lights & connections
- 12N, 12S (7-pin) or 13-pin connection cables, plugs & sockets
- RCD cut-out test switch
- Water hoses & connections
- Ventilation & gas vents

In addition to anything specific mentioned in the caravan owners/guidebook, which I'm sure that the

diligent owners will have read. However this is a suitable reminder that any of us driving a vehicle should be aware of its service regime and carry out basic checks at home too.

For the rest of us who aren't towing caravans we need to be mindful that journeys we make may well take a bit longer due to the increased traffic on the roads. As always it is about forward planning to avoid finding yourself in a position where you might be tempted to make a less than sensible decision.

The arrival of the sunshine also marks the time which my road bike comes out of storage. I know there seems to be a natural hatred (from many) of those on two-wheels. Over the last few of days I have been three times, covering about 130 mile. The second trip involved heading east along Puddletown Road from 'Glider Corner' (the staggered crossroads north of Monkey World). Many will know this, as a wide and fairly flat road and generally it is fairly quiet on Sunday mornings. That however didn't stop one car tooting its horn for no apparent reason as it overtook. Fast forward a few minutes and the four of us are heading into Wareham near to the pedestrian crossing on Worgret Road when a male in a red/pink Fiat 500 decided to inform us we should get off the road and pay road tax. A double whammy. I can only imagine he was venting his frustrations for having to drive such an embarrassing car in a dodgy colour. We opted not follow him down Pound Lane and instead went to the traffic lights and then turned right. Most embarrassing for him we all arrived at Wareham Quay at about the same time. I know you all want to know where we went for cake - it was at East Creech Farm (or as I like to call it Duck Pond Farm), as always, the slices of Dorset Apple cake they serve are amazing.

I know all cyclists aren't perfect, but neither are all car drivers. However, cyclists are likely to come off worst when in contact with a larger vehicle and as such

email groupcontact@bdiam.org.uk

web www.bdiam.org.uk

facebook www.facebook.com/BournemouthDorsetAdvancedDrivers

disclaimer The views expressed in this Newsletter are those of the contributors and do not necessarily represent the views of the Bournemouth & Dorset Group of Advanced Motorists. The editor reserves the right to edit any articles submitted for publication.

do our best to avoid it – it hurts! Do stop and think about why we might at times ride two abreast – it offers a shorted overtake for the car. As a general rule we'd rather the cars were in front of us so we aren't going to actively stop them from passing when it is safe to do so.

Access to the roads is a privilege and should be not a right – we all need to learn to share and show a bit more consideration. Stop, think about things and then consider your actions – you may well suddenly have a very different view point.

Finally thanks to Martyn for his article about Citroën's history, an article we hope you will find interesting

Stay safe & happy motoring,

Matt Ames

Membership and Newsletter Editor

Bournemouth & Dorset Advanced Drivers

membership@bdiam.org.uk

New Associate Members of the Bournemouth & Dorset Group

We welcome the following new Associate members who have recently joined the Group. Observer allocations, where known are shown below:

Angela Boyer	-	(pending)
David Calvert	-	(pending)
Eugene Lucas	-	(pending)
Ferhat Vural	-	(pending)

IAM Test passes for the Group

Congratulations to our latest Full members of the Bournemouth & Dorset Group who has passed their IAM RoadSmart test recently:

Barbara Brann	-	Andy Temple
Sam Densem	-	Nigel Bailey
Alan Hensler	-	
Alys McCarthy	-	FIRST

Great driving and thanks to our Observer Team for helping you achieve your pass.

Forthcoming Social events

6th June 2024

Our speaker is Graham Feest who will be talking about Road Safety.

Time: Doors open from 1900

Location: Wimborne Town Football Club, Ainsley Road, Wimborne BH21 2FU

Drinks can be purchased from the bar from 1900, talk starts at 1930. Accessing Wimborne Town football club can be a bit of a fine art. Recommended access is to follow Lonsdale Road (from the B3073) through the new housing estate, and then turn left onto Ainsley Road, and park in the ground's carpark on the right.

As always the latest information about Group Social evenings can be found on our website at: <https://www.bdiam.org.uk/social-events/>

Slough to Swindon – a Mars Bar and a Grand Tour by Group Observer Martyn Mccarthy

It was a passing mentioned in a brochure celebrating the centenary of Citroën* that more than 57,000 Citroën cars were manufactured and assembled in Slough. Could that be right? Intrigued I decided to do some research, aka Googling. Let me share what I discovered.

Citroën had first exported cars to Britain in 1919, the London concession being held by Gaston Limited. With some 23,000 Citroën cars on British roads, in 1923 Citroën Cars Limited was established to import and distribute cars throughout Britain.

In 1926 Citroën located to 184 Shepherd's Bush Road, a building originally designed and built between 1915-16 as a showroom and service depot for the Ford Motor Company (England) Ltd. The Motor in 1920 described the building as, 'a massive structure of three storeys, designed solely from a utility point of view'. With a concrete frame containing pioneering approaches to construction and materials technology, it still stands and is now a Grade II listed building and, having been recently refurbished, has was marketed by CBRE for £97 million!

web www.bdiam.org.uk

facebook www.facebook.com/BournemouthDorsetAdvancedDrivers

email groupcontact@bdiam.org.uk

disclaimer The views expressed in this Newsletter are those of the contributors and do not necessarily represent the views of the Bournemouth & Dorset Group of Advanced Motorists. The editor reserves the right to edit any articles submitted for publication.

It was not just demand for cars that prompted the Citroën decision to produce cars in Britain, taxation played a significant part. In 1915 the Chancellor of the Exchequer in Lord Asquith's coalition government, Reginald McKenna, introduced a 33.3% tax on luxury imports to conserve foreign exchange and shipping space while helping to fund the cost of war. This tax, which became known as 'McKenna Duties', lasted well beyond the First World War. In fact, the duties were in place up to 1956! Introduction of the duty not only resulted in manufacturers like Citroën, Renault and Fiat producing cars in Britain but, arguably, resulted in what we now view as the 'golden age' of British car manufacturing when this country was the world's largest motor vehicle exporter.



Logos over the years

Citroën established its manufacturing plant on the Slough Trading Estate, what is now the SEGRO Slough Trading Estate. The Estate came into being shortly after the First World War. In 1918, an area of land to the west of Slough, next to the Great Western railway, was bought by the government with the intention of it being used as a repair depot for army transport vehicles. Within months of the purchase, the war had ended. Instead of repair, the site was used for the sale of now ex-military vehicles. In 1925 the site was sold to a group of investors and the Slough Trading Estate established.

Assembly of right-hand drive Citroën cars at Slough commenced on 18th February 1926, ceasing 40 years to the day later. Citroën vacated the site in 1974, the site then being acquired by Mars. To digress, it was in Slough that Forrest Mars Sr. had, in 1932, started manufacturing chocolate products and where the Mars Bar was 'invented' and first produced. Initially, unable to manufacture his own chocolate, Mars coated early Mars Bars in chocolate bought from Cadbury!

In addition to Citroën car production, during the Second World War, with the fall of France, the Slough plant was run by the British Government and, as part of the war effort, some 23,000 Ford and GM Canadian Military Pattern Trucks were built at the site. Again digressing, in 1957 65 2CV pickups, being light enough to be lifted by helicopter, were supplied by the Slough plant to the Royal Navy for use by the Royal Marines. The pickups saw active service in Aden, Borneo and Malaya.

Coincidentally, beneath the outside lane of the M4 between Slough and Reading lies a four-mile stretch of cable, buried when the motorway was built 40 or so years ago. The function of the cable, long since abandoned, was to allow a Citroën DS19, which was based at the Transport and Road Research Laboratory in Crowthorne, to carry out experimental runs, travelling hand and feet free at high-speed. Steering and braking being autonomous.

The experimental runs were a facet of an extensive research programme conducted by the Laboratory during the 1960s examining and evaluating the possibility of driverless, fully automatic vehicle guidance and control technology. Funded by the government, the pioneering 'drive-by-wire' research is considered to have been at the cutting edge of automotive science for the time. Yet, like the Citroën plant in Slough, the research appears to have been virtually forgotten.

The Citroën DS19 that took part in the runs, the world's first completely automatically-controlled road vehicle, is preserved in the Science Museum's Road Transport Collection at Wroughton near Swindon. The collection isn't currently open to the public, but tours of the collection are scheduled to start later in the year. Digressing one last time, the northern perimeter road at Wroughton, a former RAF station, featured as the test track in Jeremy Clarkson, Richard Hammond and James May's programme, The Grand Tour.

Drive safely.

* https://www.citroen.co.uk/content/dam/citroen/uk/b2c/about-citroen/making-history/pdf/retromobile_uk.pdf

Banish the pollen blues with these top tips from the IAM Blogs

Hay fever season is in full swing, and there is nothing worse than battling through the day constantly sneezing with a runny nose, headache, and itchy eyes, especially when driving. According to the Met Office, one in five people is affected by hay fever. So, what can you do if you are affected during the high pollen season?

Be a dust-buster

Keep your car clear of pollen and dust by vacuuming the carpets and seats. If you have air conditioning in your vehicle, check to see if there is a pollen filter available. If you already have one installed, does it need replacing? If you regularly drive in very polluted cities or rural areas with lots of pollen or park your car near a lot of trees, you may need to change yours more often.

Shut the windows

This may sound obvious, but closing your windows and setting your air conditioning to recycle will reduce pollen in your car. Don't forget to give your vents a good blow to clear out any dust that's stored inside, but don't do it for too long as it can make the car very stuffy and cause condensation.

Take non-drowsy medication

Taking the right medicine is vital. It is a criminal offence to drive while unfit due to drugs; this includes both illegal and legally prescribed over-the-counter medication. If you have bought over-the-counter hay fever medication, check the information leaflet that comes with it to ensure you are safe to drive, or you can find more information [here](#).

Get shady

Wearing sunglasses can help. A pair of shades will stop pollen particles from getting near your eyes and causing irritation. You can also put a dab of Vaseline around your nostrils to trap pollen.

Check the pollen forecast

Plan by checking the pollen count, particularly during the warmer months. You can find the latest on the Met Office website. Of course, if hay fever grips you so badly that you can barely function, it's best to leave your car keys at home and try to get around by alternative modes of transport or by getting lifts from

other kind people. For more information on hay fever symptoms, check out the NHS website.

Richard Gladman, IAM RoadSmart's Chief Examiner, says, "Before setting off on your journey, you should check that you are fit to drive or ride. Although hay fever does not need to be reported to the DVLA, it is your responsibility to check if you are fit to drive if you are experiencing symptoms; failure to do so can result in prosecution. If you cause an accident due to sneezing or other hay fever symptoms such as drowsiness, you can be fined and receive penalty points for careless driving. If the accident is serious the consequences could be even worse."

10% off all IAM courses

Dads always think they know best, but we like to think that we're the experts in road safety. So, this Father's Day, give your dad the gift of road safety and start him on the journey to becoming an Advanced Driver or Rider.

We're offering an exclusive 10% off all of our Advanced courses this Father's Day with code 'DAD24'. The offer ends at midnight on 16/06/24.



Whether your dad thinks he is an expert in directions but is always getting lost, or maybe, he thinks he's an F1 driver behind the wheel, our Advanced courses will allow them to expand their knowledge further and to learn new skills that will last a lifetime!

email groupcontact@bdiam.org.uk

web www.bdiam.org.uk

facebook www.facebook.com/BournemouthDorsetAdvancedDrivers

disclaimer The views expressed in this Newsletter are those of the contributors and do not necessarily represent the views of the Bournemouth & Dorset Group of Advanced Motorists. The editor reserves the right to edit any articles submitted for publication.