



Official Provider

# Newsletter

**Cardiff Group of Advanced Motorists**  
**Affiliated to IAMRoadSmart**



## Hello fellow Advanced Drivers

Goodness me, where has the summer gone? It was only last week surely that I was preparing the last newsletter – well perhaps not, but my time is ticking along at a pace.

I trust you enjoyed your spring and summer with many hours of safe motoring. It was good to see some of you join us for our summer events this year – Nash Point Lighthouse and the Cosmeston Medieval Village and barbeque get together. We hope to have more of these types of events next year.

My call for articles produced a few more items this time and I thank those for sending me your items. It's hardly a flood but a good start! Please continue to forward items for printing no matter how brief. Deadline for articles for next newsletter is end February 2018.

It is with great sadness that we heard about the death of Peter Welch earlier in the summer. For those that didn't know him, Peter was a strong supporter of the IAM and took to his role as observer with great relish. He would quite often have multiple candidates 'on the go' and he managed to help train more than 100 candidates in his time. He may have even observed you. Several of us attended his funeral service at Cardiff Crematorium where his send-off was well attended with friends and family. His steering wheel trophy that the Cardiff Group awarded Peter in recognition of his observing commitments a few years ago was proudly displayed on his coffin. The Group was mentioned in many of his eulogies - he really did enjoy his driving and IAM links. We have published in this issue of the newsletter a poem written by Peter's niece for the funeral as a dedication to Peter.

We continue to meet on the first Thursday of each month in Lisvane Memorial Hall in Cardiff (7.30pm starts). It would be good to see more attending as we have had some fantastic guest speakers recently. We've heard about road maintenance with Cardiff Council, the benefits of 'super fuels' versus standard fuels, classic car ownership, a discussion with our local IAM examiner and even talks on clowning and Cardiff Castle!

This summer we have attended two classic car shows. The Cardiff Classic Car show at Cardiff City Stadium saw a number of people show interest in the IAM Roadsmart test and I hope we may see them join up. The second event was up in Pontypridd with their Festival of Transport in August. We include some pictures in this newsletter.

Please continue to send me your articles or pictures to include in the next newsletter and I look forward to seeing you at one of our meetings soon

## What's on?

Here is a list of our forthcoming events. All our regular meetings take place on the first Thursday of the month at 7.30pm in Lisvane Memorial Centre, Heol Y Delyn, Cardiff.

**October:** South Wales Police Road Safety Officer, Wayne Tucker

**November:** Group meeting to be announced. Royal Mint tour on 19<sup>th</sup> Nov.

**December:** AGM and social event

## Who is on the committee?

The IAM Cardiff Group committee members are:

Chair: **Jonathan Coldman**, [chairman@cardiffiam.co.uk](mailto:chairman@cardiffiam.co.uk)

Vice chair and Chief Observer: **Richard Furneaux**, [chiefobserver@cardiffiam.co.uk](mailto:chiefobserver@cardiffiam.co.uk)

Treasurer: **Linda Harrington**, [treasurer@cardiffiam.co.uk](mailto:treasurer@cardiffiam.co.uk)

Membership & Secretary: **Jazz Singh Roberts**, [membership@cardiffiam.co.uk](mailto:membership@cardiffiam.co.uk)

Website: **Kevin Roberts**, [website@cardiffiam.co.uk](mailto:website@cardiffiam.co.uk)

Events: **Ed Griffith**, [events@cardiffiam.co.uk](mailto:events@cardiffiam.co.uk)

Other committee: **Bob Natton, Shaun Seabrook, Viv Edwards, Viv Colwill, Barri Williams, George Grant.**

## Join us on Facebook

Our Facebook page is an excellent way to keep up to date on what's on within the Group. Find us as Cardiff IAM.

**Website** [www.cardiffiam.co.uk](http://www.cardiffiam.co.uk)

Our website continues to grow and offers another place to find out what's on and learn more about Cardiff IAM and IAM Roadsmart.

## New Associates

We are fully aware of the time it is taking new associates to get observed runs. We do apologise for this slow service. Please bear in mind we are all volunteers and we are not always able to take people out straight away. We are training up new observers to help boost our observer team which dropped to only a small handful of people this year. Hopefully we can get to you if you are on the waiting list very soon. The Group has welcomed a number of new Associates too and this has created a bit of a backlog. Please bear with us, thank you.

## Look what I bought at auction!

*By Eric Joseph, Member*

I learnt to drive on an Austin 7 in 1943, so the car has always meant something special for me. In those wartime days there were no driving tests, no synchromesh gears, no automatic signals, and no seat belts. There were very few vehicles on the road. One was taught to drive by a member of one's family or in my case alone by trial and error.

All my life I had dreamt of owning an Austin 7 and last April the opportunity arose when my friend Roger emailed to say that one was due to be auctioned in Leominster next month. I had recently sold my cumbersome 1927 Humber (9 bought in 1955.) Was 87 too old to start playing with another vintage car? Strangely, my wife and friends encouraged me to go for it. So one bright morning I took the train North through the picturesque undulating country from Newport through Monmouth and Hereford to Leominster. The auction was due to be held the next day. We found the "Chummy" looking forlorn in what seemed to be the "wrecks" section of the auction yard. It had not been running since being brought over from Southern Ireland many months previously. Roger had the presence of mind to bring with him a battery and some petrol and after some tinkering we got it started. Models built before 1931 are known for their reliability, and this one proved to be the case. With its ragged hood and missing side screens it looked like a Victorian perambulator. I had already fallen in love with it!

So the next day I paid the £20 fee for a catalogue, and £1000 deposit as an entrant and joined the hundreds of people in an enormous hall where more than a hundred vintage and classic cars were due to be auctioned. One of the first to come up was a 1957 Austin A35, one of the first post war cars to have a "streamlined" body. The estimate was £3,500. Sometime later a 1971 Jaguar E-Type S3 V12 coupe at £13,800 came through and then a fabulous Frazer Nash TT REP sold for £215,000, way above expectation!

Then at last Lot 136 - the 1930 Austin Chummy. I did not join in the bidding at first, but when it slowed down I did, and to my surprise nobody capped my final bid. Maybe the opposition did not have a friend who got the engine running, and had no idea what they were buying. When I went to the desk to pay I was told that it had not reached its reserve price and the vendor wanted another £3,000 or else he would enter it again at a later date! When might I see another Chummy with the same ragged charm? And what does the future hold for me at my age? So I agreed to pay the extra amount and have not regretted it



Figure 1 : Austin Chummy

Another friend trailed the car to Cardiff and we started to explore it. We found the completely refurbished side screens. We fitted new brake shoes and linings together with rear hub bearings. Added to those was a dashboard bulb! The car has driven reliably since. I use it regularly for local trips.

#### HISTORY

In the early 1930's Herbert Austin realised that his staid and relatively expensive cars were no longer popular. He secretly took his senior designer away from the Longbridge factory into his own home to design a new generation of small cars that would be cheap enough to attract the motor cycle side-car fraternity. These pre -1931 models represent the pinnacle of "cuteness" with their short radiator surrounds and dainty wings. He had developed a people's car which was simple to work on, easy to tune, and cheap to run. They have been popular ever since.

## Driving in India

*By Viv Colwill, Committee Member*

Driving in India is an experience that should not be undertaken by anyone of a nervous disposition. The first thing that sets your nerves on edge is the noise, all vehicles are driven with one hand on the steering wheel and the other on the horn, maybe there is a code, honk once I'm passing on the right, twice I'm passing on the left but it could mean anything ! Just HONK.

Pedestrians are fair game, crossing the road is hazardous but if you are very lucky a cow will pass by and the traffic will stop, cows have priority, so cross with them.



Four lane roads very quickly become eight with all sorts of vehicles vying for space, tuk tuks lorries camel carts cars scooters, taxis and even a rickshaw carrying a three piece suite, nothing is surprising except perhaps the old fellow on his buffalo cart trundling towards you against the flow of traffic.





Families live under the flyovers and men sit on the road barriers playing chess oblivious of the traffic and noise.

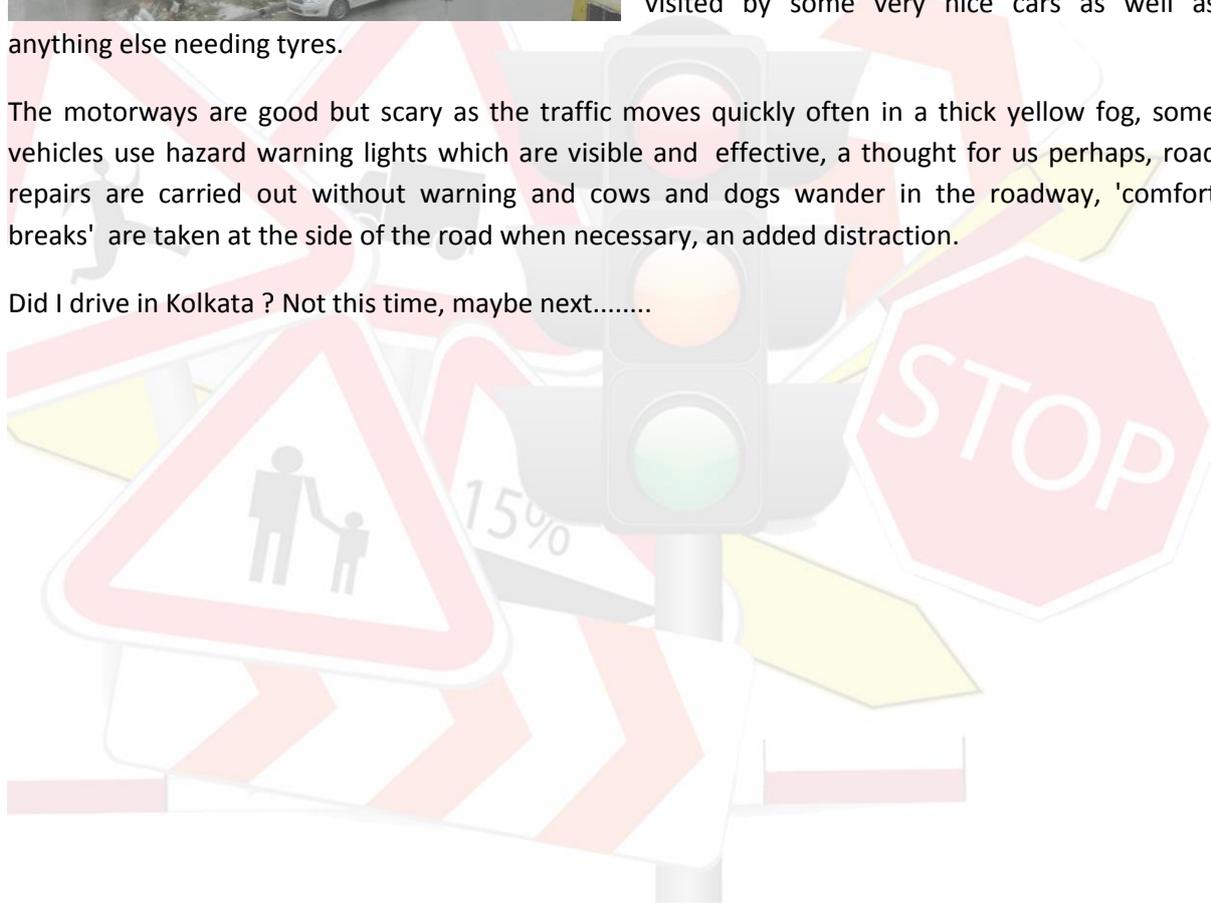
Each morning and evening a cement lorry is towed to and from its work, it couldn't be driven but was needed and so was towed by the resourceful builder.

In front of the cement mixer is a very busy tyre bay, advertised by tyres on the posts and visited by some very nice cars as well as

anything else needing tyres.

The motorways are good but scary as the traffic moves quickly often in a thick yellow fog, some vehicles use hazard warning lights which are visible and effective, a thought for us perhaps, road repairs are carried out without warning and cows and dogs wander in the roadway, 'comfort breaks' are taken at the side of the road when necessary, an added distraction.

Did I drive in Kolkata ? Not this time, maybe next.....



## In memory of Peter Welch

*Poem by Christine Hyde, Niece to Peter Welch, forward by Jonathan Coldman*

Peter Welch was a great ambassador for IAM Roadsmart. He was a prolific observer for the Cardiff Group often having several candidates under training at any one time. He managed to get more than 100 people through the IAM test in his time. He passed away earlier this year and is sadly missed by the Group. Here we print, by kind permission of Peter's family, a poem read at Peter's funeral service written by his niece, Christine.

*I'm a grumpy old git with something to say  
I like to debate it all night and all day  
I'll bend your ear with my chitter-chatter  
Whether you listen, it doesn't matter*

*As I get older more things make me mad  
And I'd like to tell you really how bad  
I've got an opinion on around anything  
I'll tell you loudly, give me a ring*

*If you're driving too slow then move to lane one  
Cause driving behind you ain't very fun  
Driving too fast, put your foot on the brake  
Or one day you'll regret that mistake*

*Welsh rugby has gone right downhill  
In my day, we were top of the bill  
The players they now make me scream  
Might as well support our football team*

*I like a drink and a good cup of tea  
But lager these days just tastes like pee  
With the price of fags are they joking?  
So I roll my own for my smoking*

*Google's killed the pub conversation  
Blasted Smartphones they're a real vexation  
I don't do email, so write me a letter  
Good ol' Royal Mail is always better*

*But, I'm a grumpy old git with something to say  
My door is open all night and all day  
If you're in trouble and you need a friend  
Just come and find me, my love has no end.*



## Discussion Point

We recently had a discussion about the mis-understood use of the flash of the headlights. What are the rules and what should Advanced Drivers do?

**Richard Gladman**, Head of Driving and Riding Standards at IAM Roadsmart comments:

*“It is often frustrating when doing the right thing to have it misread by other road users. I am afraid as time has gone on flashed headlights are more and more seen as an invitation to pull out and not as we intend them to be a ‘look I am here have you noticed me’. It is a difficult situation to communicate as our members are the ones who already understand.*

*My recent advice to queries has been to if possible avoid using the headlights for any communication as it will often be misinterpreted, if I do have to use them I ensure the flash is an extended action (normally 3 seconds as used by the police when moving traffic over) but even this is not successful at times.*

*I think at times we are the only people who have ever read the highway code (a personal view, not necessarily the view of IAM RoadSmart).”*

**Richard Furneaux**, Cardiff’s Chief Observer suggests the following:

*“99% of drivers see headlight flashing as an invitation to proceed, or even worse it is interpreted as you saying “it is SAFE for you to proceed”.*

*A few years ago I was talking about headlight flashing with Dave Lewis, who was an IAM examiner in Cardiff. He said that if you flashed someone to “come on” and a crash ensued the courts may hold you partially responsible for that crash. He also said that when on test if the candidate flashed his headlights, for any reason, he would mark them down for “giving signals that may be misinterpreted”.*

*So unless we can re-educate the other 99% of drivers, I think the message has to be “don’t flash your headlights.*

*Which brings us on to horn sounding. We know it is an audible warning of your presence, but many drivers think it is an accessory fitted to cars for saying goodbye to your friends when you drive away from their house, even at 2.00am. Or sounding your horn, is telling another driver off in no uncertain terms, and you are inviting them to get out of their vehicle at the next traffic lights and put a baseball bat around your head.*

*Again, probably best not to sound your horn.”*