

# The ADDINGTON

Quarterly Magazine 2023 - Issue 4



*Mike Bond 2023*

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## **Treasurer**

**Ian Drake**

## **Magazine**

**Salli Ransom**

## **Advertising/Website/fb**

**Puneet Udasi**

## **Committee Members**

**Mike Bond**

**Alan Chitty**

**Malcolm Graveling**

**Keith James**

**Wiktor Molleskog**

**Julian Shakespeare**

To contact any member of the committee by email please send your message to [addingtonresidents@gmail.com](mailto:addingtonresidents@gmail.com) stating 'For the attention of...'

# Our COUNCILLORS

## **Selsdon and Addington Village**

**Robert Ward**                      [robert.ward@croydon.gov.uk](mailto:robert.ward@croydon.gov.uk)

**Joseph Lee**                        [joseph.lee@croydon.gov.uk](mailto:joseph.lee@croydon.gov.uk)

## **Selsdon Vale and Forestdale**

**Andy Stranack**                      [andy.stranack@croydon.gov.uk](mailto:andy.stranack@croydon.gov.uk)

**Fatima Zaman**                      [fatima.zaman@croydon.gov.uk](mailto:fatima.zaman@croydon.gov.uk)

## **Addington Residents' Association**

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To ascertain the opinions of the residents and to lay them before appropriate authorities when desirable



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# Chairman's Report

Welcome to the Winter 2023 edition of the magazine. During the last three months the Committee has dealt with a large range of local issues, and I thought I would summarise some of them here:

The unauthorised alterations of the land at the corner of Huntingfield/Falconwood Road has not, at the time of writing, been resolved and no decision has been received from the Council on the Planning Application. However, there was a very constructive meeting between the landowners (John and Richard Cowling of Devogrove) and some of the ARA Committee.

Devogrove expect the planning application to be rejected. Their legal team have advised them that the council will then issue an enforcement notice to reinstate the land as it was previously. This Notice will be issued to the Cowlings as they are the legal owners of the land, and they will try and get their costs back from the Barrs through court action if it was felt possible.

John and Richard have confirmed that that the Persimmon option on the land has recently lapsed, and they now intend to go ahead and seek development of the area themselves. They both felt that a collaborative approach would be the best way forward and would like to get permission from local residents on an acceptable development plan. It was mentioned several times that, although previously something in the region of 400 to 500 houses have been discussed, they felt that a mixture of development with around 200 housing units may be a better option, leaving some land for enjoyment of the local people.

John and Richard also confirmed that they would be willing to consider gifting part of the land to either the ARA for the enjoyment of the local residents i.e. an allotment site, or gifting to the council in order to ensure that houses cannot build on certain parts of the land.

I will give an update as and when it is received.

The ARA recently organised a BootFair Trail and, although it was rather short notice due to the great weather, around 10 families participated, and the general feedback was that it was a great idea and should be repeated. Look out for the next dates.

As the new Chairman I am on a mission to bring in more content to this magazine and to encourage more involvement with the local community. If you have any story to share, any pictures to show or any ideas to pass on, please do email them to: [addingtonresidents@gmail.com](mailto:addingtonresidents@gmail.com)

# Minutes of Committee Meeting - October

**BootFair/Jumble Trail:** General opinion was that this was a useful community event that can help bring the neighbours together. It also raised funds for the ARA through a voluntary donation of £2 per stall.

**Music Event in Addington Park 16<sup>th</sup> Sept:** Cllr Lee confirmed that there had been a significant number of local complaints – many more than the previous music event. Learning lessons include: having better traffic plans, more control of parking and having the mobile number for the tow away truck.

**Recent spate of car damage and break-ins:** See separate article on this. Cllr Lee agreed to invite Cllr Ola Kolade to the next meeting as he is the Cabinet Member for Community Safety. Members present were shown a copy of a Police Safer Neighbourhoods leaflet from the Selsdon Vale & Forestdale Newsletter.

**Treasures report:** The subs received so far this year virtually matched the same amount as last year in the same period. There were some payment duplications made by some residents but Ian had contacted all of these and they kindly agreed to leave the money with the AR or roll-over to their next payment.

**The Addington Methodist Church Christmas Lunch Club:** They are again in need of financial support and the ARA agreed to continue their annual donation.

**A reminder:** we are still on the lookout for a Secretary for the ARA so if anyone is interested, please apply by sending in an email to: [addingtonresidents@gmail.com](mailto:addingtonresidents@gmail.com)

**The Local Development Framework meetings:** These are due on the 17<sup>th</sup> and/or the 31<sup>st</sup> October and the ARA will try and send a representative.

**ARA website:** This is close to completion and will be formally launched in November.



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# 1940 - September 15th

## Battle of Britain Day



This day in September was basically Adolf Hitler's much vaunted Luftwaffe's last effort to defeat the RAF. Aerial attacks had been continuing non-stop since the retreat from Dunkirk in May.

The airfields in 11 group (South East England), particularly the famous triangle Croydon, Kenley and Biggin Hill, he constantly attacked.

Hitler knew that time was running out and had ordered the Luftwaffe to defeat the RAF as a prerequisite for a land borne invasion by his troops.

The RAF stood firm and Air Vice Marshall Keith Park (the head of 11 group) rotated the battle weary squadrons skilfully. The first major assault began at 11am and several squadrons of British fighters engaged a large German force. The Hurricane squadrons targeted the bomber formation as the Spitfires pursued the high flying Messerschmidt fighters.

This attack was successfully repelled at the time, so it was no surprise when another massive incoming raid started at 1pm. Twenty-three squadrons from 11 group took part, plus five from neighbouring 12 group and three from 10 group. Two German formations were broken up before reaching London. The scattered German aircraft started jettisoning bomb loads as they retreated.

Raids continued unabated, barely giving the Hurricanes and Spitfires time to return to their bases to refuel and rearm before being airborne again. News bulletins on BBC Radio announced an incredible total of 185 German aircraft destroyed. Post war the figures was reassessed to nearer 65 but nonetheless it was a tremendous effort by all the RAF squadrons and their ground crews.

The German force had suffered very heavy losses for the previous two months. In addition, numerous aircraft managed to get back to their bases in France but with dead aircrew, burning engines and broken undercarriages. Losses were the highest on any day since 18th of August.

At their debriefing, the German bomber pilots apparently complained of incessant RAF attacks by squadrons that had long ceased to exist - if the German radio intelligence reports were to be believed. Fighter command, on the other hand, had lost 26 aircraft and 13 pilots had landed safely.

92 Squadron of Biggin Hill suffered three aircraft damaged/lost but all three pilots were safe. Kenley had one aircraft damaged and one lost and the Belgian pilot, A E A van den Hove d'Ertsenrijck was sadly killed in action. Croydon had two Hurricanes damaged and pilots injured but safe.

In all, pilots and aircrew from the following airfields were part of the force which took part in the intensive day's onslaught: Northolt, Duxford, North Weald, Hornchurch, Boscombe Down, Debden, Tangmere, Middle Wallop, Coltishall, Westhampnett, Warmwell and Digby. This emphasises the scale of the RAF resistance.

With autumn now approaching, Hitler continued the night time blitz bombing campaign but, with his intentions of extending the Third Reich, he began his audacious plans for Operation Barbarossa - the invasion of Russia!

NB. Readers may be interested to know that the borough of Croydon was hit by more flying bombs, the infamous 'doodle bugs', than any other London Borough. This was partly because our famous triangle airfields – Croydon, Kenley and Biggin Hill – were main targets. The local paper, the Croydon Advertiser, produced a very informative booklet called 'Croydon Courageous' which covered this topic with many contemporary photographs and stories.

James Henocq, Battle of Britain historian.

Note: The ARA are very grateful to James for sending in this article.

**Next Issue** - The next issue will be produced in January 2024. Articles should reach the editor by 5th of the month for inclusion in the issue.

**Disclaimer** - The Addington Residents' Association (ARA) take all reasonable efforts to ensure that the information provided both verbally and in articles and advertisements in this Magazine is accurate. If the need arises, readers should carefully check the information provided to ensure it is satisfactory for their purpose as the ARA will not accept any responsibility for such information which is provided in good faith.



# Christmas Quiz

## QUESTIONS

1. Which confectionery associated with Christmas was invented by the choirmaster at Cologne Cathedral to keep the choristers quiet during the service?
2. The mistletoe is the emblematic flower of which English County?
3. King William I of England was crowned on Christmas Day 1066. Where did the ceremony take place?
4. What is the chemical formula for snow?
5. Always popular at Christmas who wrote the book The Snowman?
6. In the USA they are known as snow peas, how do we know these vegetables in the UK?
7. In which city did ice skaters Torvill and Dean win gold with their bolero dance?
8. What is the name given to a male turkey?
9. According to the Christmas song what nuts are roasted on an open fire?
10. What is the name of the carrot that has featured in Aldi's Christmas TV campaign?
11. The Christmas tree in Trafalgar Square is an annual gift from the city of Oslo, but which Norwegian city supplies the Christmas tree to Newcastle upon Tyne each year?
12. What is the name for a baby turkey?
13. Gold was one of the gifts bought by the Magi, what is the chemical symbol for gold?
14. How many sides do all snowflakes have?
15. What does the name Angel mean in Greek?

Answers on page 14

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# Addington Air Ministry Repair Depot

Croydon Rugby Football Club on Kent Gate Way, just behind the Addington Road Pumping Station, have various named connections with the RAF. Their Clubhouse and Newsletter are both called “The Hangar” and their teams are called the “Spitfires” and “Hurricanes”, but what is the connection? The fact that the plot is on a slope rules out any use for aircraft movements - indeed, it would not have even been suitable as an emergency landing ground.

An aerial photo from 1947 shows camouflaged roofed buildings on this site along with various huts, stores, and vehicles; This was the site of the



Addington “Air Ministry Works Repair Depot” during World War II.

In 1938 a committee was formed to consider the problem of “The Maintenance of Airfields in War”. They arrived quite early at a conclusion that it would be necessary to establish pools of labour, materials, and plant with which to carry out repairs to airfield surfaces, buildings and services in emergencies. It was recommended that they be established on a geographical or territorial basis to cover RAF stations of all types and in whatever command - in other words not tied to the RAF Fighter/Bomber command structure.

Approval was given for 25 depots and work started immediately. Addington was one of four largest depots with 120 men, the other large depots were at Harlow (Essex), Eastcote (Middlesex), and Ashford (Kent). A considerable quantity of heavy equipment was provisioned such as 60Kw mobile generating sets and mobile motor driven petrol pumps with 6,000 kph capacity, as standby equipment in the event of failure of the installed pumps on the main aviation petrol installations.

There were excavators, bulldozers, graders and tipping lorries. There were stocks of sand, broken rubble/hardcore, everything needed to carry out necessary repairs. In terms of staffing, arrangements were made early for certain tradesman to be made available, e.g. cable jointers. The Ministry of Transport transferred men from their agency services and the remainder were sourced from the Ministry of Labour.

Before war action took hold many staff from the depots were deployed to local RAF stations to do work of an urgent but non-continuous nature. After the fall of France there were Royal Engineer soldiers available for a time, and their skills were well received.

The location of the Addington Depot supported the important RAF bases at Biggin Hill (5 miles away), Croydon (5.5 miles away) and Kenley (7 miles away). It is possible

the team may have had to travel further e.g. to Redhill (15 miles) or possibly some of the key RAF sites in Kent, but no evidence has been found to date.

Their main task was to carry out airfield repair work, typically resurfacing tarmac/concrete areas after raids. It is assumed there were efforts made by local airfield personnel to patch up as best they could immediately after a raid then the team from the Works Repair Depot would have been called in to do a proper construction job following a specification laid out by the Air Ministry. This covered the building up of layers of material, tamping down the layers, and leaving a slight rise on the surface to allow for settlement. It was essential that the finish of the work allowed for smooth aircraft movements to continue – you could not have Spitfire & Hurricane wheels hitting uneven surfaces when they were scrambling to attack the enemy!

The proving of this whole operation came during the Battle of Britain in the summer of 1940. History shows that this setup was successful. No airfield was ever out of use for more than a few hours. Biggin Hill, Croydon and Kenley were all hit hard but due to the efforts of the Depot teams, pilots were never without airfields to land on or take off from.

After the Battle of Britain things quietened down for the team mainly because airfields were no longer being consistently targeted by the Luftwaffe. They provided occasional on-site support at RAF bases and also carried out tasks at the Depot e.g. small construction jobs, equipment maintenance and so on.

Later in the war and during the preparation for D-Day the RAF took control of the repairing and construction work through its Airfield Construction Service (ACS) – some 30,000 personnel. This team were responsible for constructing landing grounds should the Luftwaffe attack our RAF bases once again. In the build-up to D-Day the original Depots/teams were on standby but the ACS moved with the invasion forces to construct airfields in Europe as they advanced towards victory. Today we can still see evidence of the Addington Depot as the bases used for some of the buildings act as hard standing in the rugby club car park. The clubhouse is built on a similar footprint as the Works Repair Depot building:

The role that the Addington team performed was vital, particularly during 1940 when RAF bases were under major attack. The RAF stated later in the war that it was easier to mobilise existing service personnel for such tasks as opposed to recruiting from civilian sources and that became the recommended model for the future.

It should not detract from the efforts and successes of the mainly civilian team at Addington and the other Depot locations across the country – their work was a vital component in the fight for the freedom that we enjoy today.



# Crusading King, part 2

Spain was then another common destination for crusaders as the Christian kingdoms of the north were seeking to expel the Muslims from European soil and end hundreds of years of Muslim rule.

Sigurd landed in the Kingdom of Galicia near the town of Santiago de Compostela, a city famous for pilgrimage. There he spent the winter of 1108. In early 1109 Sigurd sailed down the Spanish coast, defeating some Viking pirates along the way. From this encounter he gained eight ships. Sigurd eventually landed in the Muslim controlled territory of Al-Andalus where he assisted the Kingdom of Galicia in taking the cities of Sintra and Lisbon from the Muslims. These two victories provided Sigurd with a generous supply of food and treasure.

Following these events in Spain and much enriched with loot, Sigurd sailed through the straits of Gibraltar and arrived in the Balearic Islands. The Balearic Islands were at the time perceived by Christians to be nothing more than a Saracen pirate haven and slave centre. The Norwegian raids are also the first recorded Christian attacks on the Islamic Balearic Islands. The course of the fighting is the most detailed of the entire Crusade through written sources. Landing in Sicily in 1109 he once again stopped for the winter at the court of Count Roger II who was only twelve or thirteen years old at the time.

In the summer of 1110 Sigurd and his crusaders finally reached the Holy Land. Sigurd and his army were warmly welcomed by Baldwin 1, then king of Jerusalem. Sigurd spent the ensuing months visiting the holy sites in the kingdom and was baptized in the River Jordan in Baldwin's presence.

As one skald says: To Jerusalem he came, he who loves war's noble game. All sin and evil from him flings in Jordan's wave. For all his sins he pardon wins.

After their return from the River Jordan, Baldwin pleaded with Sigurd to help him and Ordelafus, Doge of Venice, in the capture of the coastal city of Sidon, which had been re-fortified by the Saracens in 1098. Sigurd agreed and the joint military effort managed to take the heavily fortified city in December 1110 after just a few months of siege. For his assistance in taking the city Sigurd was given a piece of the true cross to take back to Norway to continue to promote the Christian faith there and to bring the relic to the burial site of St. Olaf, the patron saint of Norway. His labours in the Holy Land completed Sigurd began his homeward journey.

The Norwegians sailed to Constantinople stopping briefly in Cyprus on the way. On arriving in the Byzantine capital the sails of Sigurd's ships were so close that they seemed to form only one enormous sail.

All the people of Constantinople came out to see Sigurd sailing into the city and he and his countrymen were personally welcomed the Emperor Alexius 1.

While in Constantinople Sigurd decided to take the shortest route back to Norway which was an overland journey. He therefore gave all of his ships and many of his treasures to the Emperor in return for strong horses. Some of his Crusaders were so impressed by the power and grandeur of the Byzantines that they decided to remain in Constantinople. These men joined of the Varangian Guard, the Emperor's bodyguard, which were recruited in Northern Europe and renowned for their skill as warriors.

Sigurd's return journey took almost three years, and he was welcomed by the courts of the various places he visited. This included Lothar the Emperor of the Holy Roman Empire. He finally arrived in Denmark and was greeted by King Niels who eventually gave him a ship so that he could sail home to Norway.

On his return to Norway in 1113, Sigurd was greeted by his brother, Øystein, who had proven himself quite efficient at ruling in his brother's absence.

Sigurd did not live a long life and was about forty when he died in 1130.

The sagas state that Sigurd suffered from “periodic wildness” during the latter part of his life, which could have been a kind of mental illness, possibly bipolar disorder. His brother Olaf died in 1115, Øyslein in 1122 or 1123 and Sigurd in 1130. His death sparked a succession crisis as he had only daughters and no legitimate sons. This succession crisis lasted for 110 years as various illegitimate sons and pretenders tried to claim the Norwegian throne.

Sigurd was buried in St. Hallvard's Cathedral in Oslo. By the 17th century this edifice had fallen into such decay that a student took Sigurd's skull for safe-keeping. The student kept detailed notes and catalogued everything. In 1739 the skull and other relics were given to the Danish Chamber of Arts and in 1867 the skull was transferred to the old-time collection in Christiania (the former name of Oslo) and then to the Anatomical Institute in Oslo.

In 1957 King Olav V ordered that the skull should be interred in the wall of the Royal Mausoleum at Akerhus Fortress.

DNA test conducted in 2013 concluded that the skull was not Sigurd's after all. So we do not know that happened to Sigurd's remains or where they may be buried.

# Mike's Walk for Charity

I missed the local BootFair/JumbleTrail on Sunday 10th September as I had committed to a charity walk in Battersea Park, raising funds towards research to find a cure for Parkinson's Disease. By design, I asked my son, daughter and both their partners to join me, both on the Walk and also raising funds, as it is more likely that their generation will benefit from the cure which is hopefully not too far away now.

On one of the hottest days of the year, some 300+ walkers raised over £50,000 for the cause. I take this opportunity to thank my family and friends for their love and support, helping our team contribution to almost £3,000 (some of which came generously from ARA residents) ... Most enjoyable was the sense of community and shared commitment displayed by all participants. Mike Bond & family ...



# Rogue Traders

## BE SCAM SMART

There are so many scams, it's impossible to keep up with them all, but knowledge is power as they say. Scams come in all forms: telephone calls, texts, Whatsapp messages, emails and even letters. But the traditional 'dodgy' doorstoppers are still out there. We will look at the other scams in a future magazine, but today we focus on 'Rogue Traders'. They often 'invent' some problem (either inside or outside your house) that needs urgent attention.

In short – DON'T believe such stories - no matter how plausible they seem! So, how can you protect yourself against 'distraction burglars'?

1. **NEVER** say 'Yes' immediately to a tradesperson cold calling at your door. Ask them to go away and provide a written quote. Ask them to leave their business card or leaflet as well. All good companies will have business cards but even some 'dodgy' companies will have fake business cards.
2. Before agreeing to **any** work, research the company or tradesperson. Check for online reviews, ask for references, check with a neighbour, family member or the ARA WhatsApp group.
3. Obtain **multiple quotes** and seek recommendations from friends, family, or neighbours. Personal referrals can often be more reliable. Seeking multiple quotes for the same job will help you gauge the average cost and identify any unusually low, or high, prices – or whether the work really needs doing.
4. Ask for a **written contract** that includes a detailed scope of work, cost breakdown, payment terms, start and completion dates, and any warranties or guarantees. If you still don't feel comfortable, ask a friend to be present before signing.
5. Be cautious of **upfront payments** or demands for cash, but even some genuine companies will want a deposit up-front to fund material purchases. Consider using secure payment methods like a credit card that offer protection against fraud or disputes. Never go to the bank to withdraw large sums of money.
6. Trust your **instincts**. If someone puts you under pressure to make quick decisions, it's a red flag. Ask a trusted person before you make a decision.
7. Check for **insurance**. Ensure that the tradesperson or company has liability insurance in case of any damage or accidents that may occur during the work. Ask for proof of insurance before proceeding.
8. Finally, 'Friends Against Scams' run a 45 minute free online Scam Awareness course here:

<https://www.friendsagainstscams.org.uk/become-a-friend>



*Article written by Shabbir Halai. Have you been scammed? Please write or email the ARA (addingtonresidents@gmail.com) and tell us your story so we can share and help protect others. We promise not to use your name or address.*



# Car thefts on the increase

Following on from a meeting with the local PCSO, Tina Nash, we received some disturbing news that car break-ins and thefts are on the increase. Car theft can be a distressing experience, leading to financial loss, inconvenience, and potential safety concerns. However, you CAN do some basic things to help prevent this happening to you. Read on...

The **first** thing you can do is to remember to check your car doors are locked EVERY night. Make it one of your bedtime routines!



The **second** thing you can do is to put your keys in what's called a 'Faraday pouch' *the moment you come home*. These pouches use advanced technology to block signals from modern keys, preventing criminals from remotely accessing and stealing vehicles. It may be hard to comprehend, but modern keys give off a 'signal' that allow you to remotely lock and unlock your car. This is very convenient of course, but does make it easy for criminals as they can also access this signal to unlock and start your car. Faraday pouches act as a shield, blocking these signals and rendering relay attacks ineffective. Their compact size and portability ensure that you can conveniently carry them wherever you go, making it a hassle-free security

solution. **BUT**, the Police now recommend that you test your pouch regularly, to make sure that it is still effective. Sit in your car, put the key in the pouch and then try to start your car. If the car starts, you need to buy a new pouch! You can buy them online, for example at Ebay or Amazon and they cost about £7 for a pack of 2.

The **third** thing is to have good exterior lighting. Motion detection is good if you don't want bright lights on all night long.

The **forth** thing is to add to your cars own security by using a steering lock, wheel lock or some other additional device. Thieves don't like spending time defeating devices.

Finally, consider a good quality CCTV system that can record incidences. Always report any crime to 101 and, if they are busy, report it online to:

<https://www.met.police.uk/ro/report/ocr/af/how-to-report-a-crime/>

So, what are the top 7 cars stolen in London? These can vary but at the moment it's:

1. Ford Fiesta,
2. Range Rover,
3. Ford Focus
4. Volkswagen Golf,
5. Land Rover Discovery
6. BMW 3 Series,
7. Mercedes-Benz C-Class

If you have any extra advice to help the local community? Please email us at: [addingtonresidents@gmail.com](mailto:addingtonresidents@gmail.com)

# Rotary



# Sanderstead & Selsdon

**Saturday 11<sup>th</sup> November – Craft Fair All Saints Church Hall, 12 noon to 4pm**

Please come along & visit our stalls; there is so much to see, and yummy refreshments are available all day long.

We cannot wait to see you, so put a note in your diary for a jolly good afternoon out.



### **Christmas is coming – with Santa on his rounds**

Santa will switch on the Xmas Lights in Selsdon on Friday 24<sup>th</sup> November from 17.00 & in Sanderstead outside Paul Meakin on the Limpsfield Road on Saturday 25<sup>th</sup> November from 6.00pm

Santa will begin his rounds from Monday 4<sup>th</sup> until Wednesday 20<sup>th</sup> December, with the static collections outside the shops in Elmfield Way on Sat 23<sup>rd</sup> December from 9.30am to 12.30pm. We begin our trips around the areas at 6.00pm.

Details of the routes we will take each evening will be published. A leaflet will be put through your door in early December with gift aid envelopes.

**Winter Wrap-up** – We are working with our Business Partner Paul Meakin who are happy to collect winter coats which you no longer need & which can be provided to homeless folks during the cold winter months. Paul Meakin in Selsdon High Street & Limpsfield Road, Sanderstead will be happy for you to drop off your coats on the run up to the Xmas Lights Switch on.

If you or a friend / relative would like to help with our collections or be Santa please get in touch directly to [Secretary@rotarysandersteadandselsdon.com](mailto:Secretary@rotarysandersteadandselsdon.com) or ring 07774 186 792.

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*Year 11, Year 10 & Year 9 Students*

I'm Richard, a qualified teacher with 25 years experience. I am determined to get better GCSE results for students. I teach them to read with a critical eye and to write with insight and passion to effect the reader.

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