

CENTRAL SOUTHERN ADVANCED MOTORISTS

www.iamroadsmart.com/groups/centralsouthern

NEWSLETTER AUTUMN 2018

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PRESIDENT

Dennis Clement

CSAM COMMITTEE

Chairman
01243 699976

Tony Higgs
chair.csamcar@iamgroups.org.uk

Vice Chairman
07786 266541

Tom Stringer
vicechair.csamcar@iamgroups.org.uk

Secretary
07455 826862

Dave Stribling
secretary.csamcar@iamgroups.org.uk

Treasurer
07920 534475

Duncan Ford OBE
treasurer.csamcar@iamgroups.org.uk

Chief Observer
01243 376569

Phil Coleman
chiefobserver.csamcar@iamgroups.org.uk

Membership
01329 483661

Andy Wilson
membership.csamcar@iamgroups.org.uk

Social Media

Tom Stringer
media.csamcar@iamgroups.org.uk

OTHER OFFICERS

Associate Liaison
01489 808617

Glenda Biggs
associate.csamcar@iamgroups.org.uk

Newsletter & Website Editor
01243 533092

Tina Thurlow
newsletter.csamcar@iamgroups.org.uk



From the Editor

It's been a long, hot summer. In this area at least, the sun has taken its toll on the roads: it's quite hard to see where the white lines once were, and we've found on our bikes that in some places the surface is quite sticky. Still, mustn't complain ...

Very many thanks, as always, to all the contributors to your Newsletter: I think you'll agree there's some really good 'reading' within.

I imagine that the driver of the vehicle who passed this cyclist on Broyle Road in Chichester last Thursday morning is not an IAM Member. We were both (he rather faster than I) approaching a pedestrian 'island' in the middle of the road. There was plenty of room for us both on 'my' side of the road (I was in a designated cycle lane), but as there was nothing approaching on the outside 'lane' he decided it would be much more fun to go round the other side of the island. How I wished I'd had a camera on my helmet ...!

Best wishes;

Tina



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The Treasurer asks Members and Friends of CSAM who are able to Gift Aid their subscriptions or donations kindly to return the relevant form, if they have not already done so, in order to enable the Group to claim back from HMRC 25p on every £1 paid.

If you are unsure whether you are eligible to help in this way, or would like a copy of the form, please get in touch with Duncan on 07920 534475 or email

treasurer.csamcar@iamgroups.org.uk

Forthcoming CSAM Events

Members are advised to check the [Events](#) page of the CSAM website before setting out in case of last-minute changes. Please click on the links to find maps showing approximate location of venues.

Unless otherwise indicated, events and activities are open to all Members; everyone is encouraged to come along and, if they wish, to bring a guest or family member(s).

CSAM Diary

Tuesday 11 September

7.45 for 8.00 pm

[PCC](#), Pagham

Driving and hiring cars abroad - an illustrated talk by CSAM Member **Bevis Billingham**. Since 2007, when he was 69, Bevis has driven in over 40 foreign countries, including most of Europe, the USA, Russia, Israel, Japan, Korea, Morocco, Chile, Iceland and the ultimate challenge, India. Learn about his experiences, and maybe pick up a few tips if you're planning a trip ...

Sunday 16 September

9.30 am - noon

[NCP](#), Chichester

Free Observed Runs with one of our highly qualified Observers for Associates and members of the public. Full Members are also encouraged to book a refresher drive. Contact [Glenda Biggs](#) or [Phil Coleman](#). (NB: The **third Sunday this month**, not the usual second, to avoid clashing with the Goodwood *Revival* meeting.)

Tuesday 18 September

7.30 for 7.45 pm

[BH](#), Burgess Hill

An interactive talk covering all aspects of road safety, to be given by **Graham Feest**, Road Safety Consultant.

Thursday 20 September

7.00 pm

[BC](#), Billingshurst

CSAM Committee Meeting - all Members are welcome.

Tuesday 9 October

7.00 pm

[BC](#), Billingshurst

CSAM 2018 AGM, which all Members are encouraged to attend - please make sure you have the date in your diary. CSAM is delighted that this year's speaker is to be IAM RoadSmart's Mature Driver Ambassador [Paddy Hopkirk MBE](#). Don't miss it!

Sunday 14 October

9.30 am - noon

[NCP](#), Chichester

Free Observed Runs see 16 September or [website](#) for details.

Saturday 20 October

9.00 am - 4.30 pm

[BC](#), Billingshurst

Group Observer Training Day.

Tuesday 13 November

7.45 for 8.00 pm

[PCC](#), Pagham

An evening with Graham Feest, Road Safety Consultant, on **Crash Analysis**. Participants will split into groups to consider a series of road layouts that are crash scenarios, which will be analysed and compared. It promises to be a fascinating evening!

For further details of venues please see page 5

Sunday 18 November
9.30 am - noon
[NCP](#), Chichester

Free Observed Runs see 16 September or [website](#) for details.

Sunday 9 December
9.30 am - noon
[NCP](#), Chichester

Free Observed Runs see 16 September or [website](#) for details.

CP: Car Park

BC: [Billingshurst Centre](#), Roman Way, Billingshurst, RH14 9EW

BH: [HAMSVA Committee Room](#), Delmon House, 38 Church Road, Burgess Hill, RH15 9NP
(above Lloyds Bank, 2nd floor; entrance at rear of building)

NCP: [Northgate Car Park](#), Chichester (exit from eastern side of large roundabout)

PCC: [Pagham Church Centre](#), Nyetimber Lane, Pagham, PO21 3JT



NOTICE OF THE 2018 ANNUAL GENERAL MEETING

NOTICE IS HEREBY GIVEN by order of the Group Committee that the fifth Annual General Meeting of **CENTRAL SOUTHERN GROUP OF ADVANCED MOTORISTS** will be held on Tuesday 9th October 2018 at 19.30hrs at the [Billingshurst Centre](#), Roman Way, Billingshurst, West Sussex, RH14 9QW to enable the Trustees of the Group (Registered Charity No. 1079142) to present their Annual Report and Accounts for the year ended 31 August 2018 for approval by the Group Full Members.

Secretary: David Stribling
1 Amersham Court
25 Craneswater Park
Southsea, Hampshire, PO4 0NX

Date: 12 August 2018
Group No: 2010

All Group Full Members, Associates and Friends are invited to attend but only Group Full Members (i.e. current Full Members of both the [IAM](#) and of the Group) may vote.

A Member entitled to vote at the General Meeting may appoint a proxy to vote in his or her stead. A proxy need not be a Group Full Member.

Nominations are invited from Full Members to stand as Officers or Committee Members. Nomination Papers are available from the Secretary, [Dave Stribling](#), and must be returned to him **at least seven days before the election** either by post or by email (Rule 3.5).

From the Chairman



Of late we have had a reasonable number of Advanced Driver Test passes, detailed later in this edition as always. This is what we are about: helping drivers reach an advanced level of driving. It requires commitment on the part of the Associate to reach this standard, but Associates do this only with the help of their Observers. Observers not only have to maintain their standards, but also help Associates develop theirs. I would like to pay tribute to all our Observers who, I am sure, enjoy being Observers but nonetheless freely give of their time. Thank you all, and congratulations to all Associates who have recently passed their test. It is of note that of the 28 Advanced Passes this year 14 have been at F1RST level. In the words of Lewis Hamilton, 'Brilliant job everyone'.

I am equally sure that many of our Observers do a lot else besides Observing, but not too many get mentioned in The Sunday Times Magazine. However, this was the case for Derek Williams and his wife Marilyn. Those of you who know Derek will be aware that he and Marilyn have served the British Red Cross for many years, but the article was about their efforts to help those affected by the Grenfell Tower fire. Derek is always modest about their service but it seemed appropriate to highlight their service on this occasion and admire their dedication. I am sure the people of Grenfell Tower appreciated their help.

Many of you will be aware that unfortunately the Portsmouth Group has ceased to function. The Guildford Group are working with Portsmouth members and Observers to move forward. Along with Phil Coleman and Dave Stribling, I attended a meeting to make ex-Portsmouth members aware of the facilities adjacent to them. At the meeting on 29 July 2018 we had an opportunity to share with those present the way CSAM is run and organised. Those attending were able to have a drive and experience again what Observing is all about. I am aware that some members of CSAM received invitations to this meeting. While we would like you to stay with us, should you feel inspired to help Guildford reawaken interest in Advanced Driving in the Portsmouth area I am sure your help will be appreciated.

You will be aware that for some time we have been looking for an Events Co-ordinator for the Western Forum. This search is now all the more urgent as Bernard Timbers, who has chaired this Forum, has decided it is time for him to retire from this rôle. Bernard has done sterling work in this regard and is owed a big thank-you. If you would be interested in helping the Forum, do get in contact with me. At the May CSAM Committee meeting both Bernard and Jean Clark - the Eastern Forum team leader - attended to discuss the way forward for the Forums. It was at this meeting we learned that Jean also wishes to step down. Thank you, Jean, for all you have done in developing the Forum. I am hopeful this Forum will continue with the help of its members, especially John Chisholm and Oliver Farley. These resignations, from the end of 2018, demonstrate the fragility of organisations like CSAM. If we want the activities arranged by the Forums to continue, members are very much needed to help run them.

These changes may mean fewer meetings in each Forum area. I would like to see more meetings sited so that people from across the Group feel able to be involved. At its July meeting the Committee agreed that the year 2018/9 will be experimental as far as the events are concerned. It may be that the Western meeting venue may change. What will be helpful is for people to let the Committee have their views.

I mentioned in my last notes the '[Thumbs Up!](#)' campaign, taking place over August 2018. We do

not have many events we are involved with over August, but we have ordered some badges (self-adhesive) which I hope we can give to people in the Northgate Car park on 12 August. We also purchased some round windscreen stickers which I hope members might display in their cars. They will be available to collect at Northgate car park. Sadly we could not use these at the Pagham fête as they were not ready in time. I hope we can thank drivers for courteous behaviour during August with a [Thumbs Up!](#) rather than a wave. That way it might become a talking point and lead people to enquire what is going on.

It seems incredible that we are approaching another AGM. I will have been Chairman for a year! I hope you have 9 October 2018 in your diary: our speaker will be Paddy Hopkirk who is, I understand, an excellent raconteur. Your support would be most appreciated.

If you would like to help run the Group, give me a call and we can have a chat. A major change this year will be that Andy Wilson is stepping down as Membership Secretary. I am delighted to reveal that Matt Pitt has indicated he is prepared to stand for this position.

I hope the rest of the summer continues warm and sunny so that we can fully enjoy our driving in excellent conditions.

Tony Higgs
Chairman



UNDERSTANDING ENGINEERS

The graduate with a science degree asks, 'Why does it work?'

The graduate with an engineering degree asks, 'How does it work?'

The graduate with an accounting degree asks, 'How much will it cost?'

The graduate with an arts degree asks, 'Do you want fries with that?'



Why?

Why is the time of day with the slowest traffic called rush hour?

Why don't sheep shrink when it rains?

Why are they called apartments when they are all stuck together?

If flying is so safe, why do they call the airport building the terminal?

Chief Observer's Corner

The numbers: since last September we have had 32 Associates take their tests, 14 of whom passed with a F1RST. This is a fantastic result and CSAM's pass rate is something to be very proud of: well done to all Associates that have now become Full Members and to the Observers who have provided the guidance.



We have 78 Associates. Unfortunately we have 10 Associates on our waiting list: apologies to them for the wait and thank-you for your patience - we will get to each of you.

We have a total of 36 Observers, of whom 8 are Trainee Observers. Congratulations to David Stevens, Sheila Girling, Kevin Crowley and Andy Wilson for passing their National Observer assessments. Kay Barfoot and Malk Monro have retired from Observing: thanks to both of you for all your hard work. We welcome Margret Preece (National Observer), who has joined us from another Group. If you have ever thought about becoming an Observer please give me a call: we are always looking for new Observers and have a couple hot spots in the East of our region where your help would be much appreciated.

CSAM's National Observers met to discuss proposed changes to the Observer Training Process. The discussion was lively, positive and in principle supportive of the proposal which, after a few tweaks, is now beginning the rollout journey. The main change is to reduce the time taken to qualify as an Observer.

The regular Northgate Sunday runs have continued. We have seen a steady stream of people taking advantage of the runs, on average 7 people per month. Quiet a few have responded to articles seen in The Village Magazine (local publication, Emsworth to Chichester). If you would like to have your driving assessed please contact Glenda Biggs to book a session.

Tony Higgs, Duncan Ford, Andy Wilson, Dave Stribling and I braved the M25 to visit IAM RoadSmart at Welwyn Garden City. We had a good look around the facilities with Stuart Haythorn, our local Area Service Delivery Manager, and met some of the staff who look after various aspects of the day-to-day running of IAM RoadSmart and local Groups. It was interesting to see how the various systems support the activities and how much care is taken by the staff to ensure the system runs smoothly. We also had the opportunity to ask those difficult little annoying questions that from time to time have frustrated us; the answers that we got were open and very helpful.

Members are reminded that they are very welcome to attend meetings of the Eastern and/or Western Forums. For details of meeting dates, etc, please contact:

EASTERN FORUM

Team Leader

JEAN CLARK

east.csamcar@iamgroups.org.uk

WESTERN FORUM

Team Leader

BERNARD TIMBERS

west.csamcar@iamgroups.org.uk

01243 527562

As some of you may know, my old Group, Portsmouth Advanced Motorists, has unfortunately closed. Guildford Advanced Motorists will be looking after the ex-Portsmouth Members from now on and will be providing the administration for Members and Associates. CSAM was invited (along with Southampton Advanced Motorists) by IAM RoadSmart management and the Guildford Group to an open session at the Brookfield Hotel in Emsworth to explain that our friends at Portsmouth were not being abandoned and that between the three groups we are here to provide the services that the old Pompey group used to provide. We will be helping the Guildford Group wherever we can to retain the membership and provide the services. I also attended one of the monthly Guildford Observer meetings: it's always good to see how other Groups work, and I took a few new ideas away with me.

CSAM will be attending the Emsworth Show on the Bank Holiday Monday, 27 August. If you're in town please come along to support us. The show is a great day out, with lots going on; hopefully we will get to meet and talk to lots of people and sign them up for CSAM.

Phil Coleman
Chief Observer



IAM RoadSmart tips for driving a new car

*(Excerpt from the IAM's [Advice & Insights](#) web pages, Posted 8 May 2018
by Richard Gladman, IAM RoadSmart's Head of Driving & Riding Standards)*

Buying a new car is an exciting experience, but there are a few things to bear in mind as you drive your pride and joy away from the showroom. These tips give advice on driving a new car, from IAM RoadSmart's head of driving and riding standards, Richard Gladman.

- * Allow the brakes to bed in. Start driving gently and avoid harsh accelerating and heavy braking. It's good to remember that the tyres will last longer if they're treated gently for the first few hundred miles.
- * Check the coolant levels and oil frequently. The oil consumption may be relatively high for the first 5,000 miles as the engine parts gradually loosen up, but it should then settle down.
- * If possible, avoid long runs at constant engine speed for the first 1,000 miles or so. Varying the engine speed helps the parts to start working together over the full speed range.
- * Fuel consumption will also gradually improve as the moving parts wear in, so don't be too disappointed if your first tankful doesn't take you as far as you hoped. It is quite normal for mpg to increase gradually over several thousand miles.

Richard said: "Buying a new car is exciting, but it is also a substantial investment. Treating it with a little restraint to begin with will help all the parts to perform at their best for longer and more reliably. This will also help you get the feel of the car before you fully exploit the performance."

Membership Mumbblings!

Once again the membership figures come first. Central Southern Advanced Motorists has 297 Full Members, 83 Associate Members and 1 'Friends' Member, giving a total current membership of 381. These figures are up by 20 since the last Newsletter, but of course all the time people are joining, leaving or allowing their membership to lapse.



I would like to welcome the following new Members to Central Southern Advanced Motorists: Chris Filkins, Vicky Slater, Andrew Burrows, Keith Watson, Elizabeth Douglas, Ossie Peck, Tony Smith, Graham Whiles, Na Chen, Ray Knight, James Renwick, Christopher Kent, David Pang, Carol Pang, Antony Dale, Eddie Bullock, Jyoti Majithia and Joy Rendall who have joined as Associate Members, and also Peter Holmes, Margret Preece and Chris Skerry who have joined as Full Members since the last Newsletter's editorial deadline. I look forward to meeting up with you all at the various events the Group will be holding.

This is to be the last Mumbblings from me, as I am standing down at this year's AGM from the rôle of Membership Secretary. This will mark twenty years as Membership Secretary, first with Chichester & District Group and then with Central Southern Group following the merger with Crawley and Brighton Groups. I have enjoyed my time in this rôle but am standing down because, now that I am retired, I want the freedom to get up and disappear at times and I could not give the Group the level of service which I have previously achieved and which I think most new Members expect today; we are living in a world of instant communication, especially as people making new enquiries do not always understand that, at Group level, we are all volunteers rather than full-time employees of IAM Roadsmart.

Now would be a good time for me to thank the many Members who have made my time as Membership Secretary so rewarding over the last twenty years and the many fellow Committee Members, past and present, whom it has been my pleasure to have served with. Of course the biggest change in that time has been the switch from mostly letters and 'phone calls when I started to emails and texts for near instant communication today, and the biggest challenge was to smoothly undertake the Membership rôle during the busy period of the merging of the three former Groups to create CSAM.

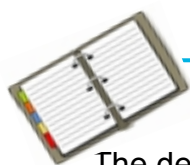
Thinking of changes, I have recently changed my eleven-year-old car for a new one and find myself overwhelmed by the wide array of options fitted already or add-on options for a new car today. The standard handbook which comes with the car tends to cover all upgrades available and as a result lists features that may or may not be installed in the car which you have just purchased. Wouldn't it be great if the dealers could print, on site, a handbook which only covers the car which you have purchased? This would save many journeys from the comfy seat indoors, where you are reading the handbook, back to the car to check if your car has the feature which you have just read about. I think that I could be still discovering features in the new car for a couple of months, especially as some features have to be activated or de-activated several levels down in the set-up menus.

*Life does have its compensations:
At least if you break down on the motorway
there's a hard shoulder to cry on*

Members, or drivers wishing to become members, or anyone requiring more information can reach me by e-mail at membership.csamcar@iamgroups.org.uk or by 'phone on 01329 483661 at least until this year's AGM, after which the email address will be monitored by my successor - though of course the person's 'phone number will be different. Any Members actually wanting to contact me after this date should use andy.wilson.1@outlook.com as the e-mail address.

Safe Motoring.

Andy Wilson
Membership Secretary



PLEASE NOTE

The deadline for contributions to the next Newsletter is **Wednesday 31 October 2018**

On their way to their church wedding, a young couple was involved in a fatal accident.

They sat outside the Pearly Gates, waiting for St Peter to process them into Heaven, and started to wonder: could they get married in Heaven? When St Peter showed up, they immediately asked him.

St Peter replied, 'Actually, I don't know - this is the first time anyone has asked. Let me go and find out.' The couple sat and wait for St Peter to return, but he didn't.

Nine weeks later, the couple were still waiting. They started to wonder whether, if things didn't work out, they could get a divorce in heaven? Another month later, St Peter finally returns, looking somewhat exhausted and bedraggled.

'Yes,' he informs the couple. 'You can get married in Heaven.'

Terrific!', the couple responds enthusiastically. 'But we were just wondering, what if things didn't work out? Could we also get a divorce in Heaven?'

St Peter's face turned red with anger. He threw his clipboard on the ground. Frightened, the couple asked 'What's wrong?'

'Oh for goodness' sake!', St Peter shouted. 'It took me three months to find a priest up here! Do you have any idea how long it'll take me to find a lawyer?'





A letter from Dave Harris in response to Malk Monro's article on page 19 of the [Summer 2018](#) edition of the Newsletter.



Sorry to be a grumpy person but I read this in Malk's article about the Skills Training he attended and would like to offer some clarification:

"I learnt that my car can (on perfect tarmac, on a dry day) slow down much more rapidly than I expected, bringing into question the braking distance figures in the Highway Code. Reaction time on a normal road will of course be the same as the Highway Code".

I should just like to clarify that there is no question with today's modern technology, including braking, tyres and road surfaces, etc etc, that vehicles these days will almost certainly perform better when braking than the car used in the post-war years to provide examples of stopping distances as they were then.

The crucial message to be relayed to all drivers, whether inexperienced or experienced, however, is that the greatest variance is in the thinking time - ie from identifying the hazard to actually deciding that braking is necessary. What follows then is physical reaction, and then the actual braking. The Highway Code uses a thinking/reaction time of 0.7 seconds, which is quite achievable in a controlled and focused situation such as a track day, skills day etc etc. It assumes amongst other things a dry road, a good road surface, a car that is well serviced with good brakes and tyres that are properly inflated and in otherwise excellent condition - and that the driver has a reaction time of 0.7 seconds! Even for an experienced driver it is quite a different matter to achieve 0.7 of a second thinking/reaction time when driving normally, given the normal distractions of everyday driving.

So, much as I applaud continued training to enhance driving skills, I have always believed that it is important to remember basics so that over-confidence and complacency are avoided. As so called 'advanced' drivers, we are only as good as the drive we do at a particular moment. I would also hate other drivers to go down the road of challenging the Highway Code in a simplistic way without understanding all the infinite variables that apply. Many of them do this, as my previous experience as an advanced driver trainer, fleet trainer and driving offenders rehabilitation course presenter - eg Speed Courses - confirms.

Thanks for a great article, Malk, and I'm glad you enjoyed your day. I'm also grateful to you for the opportunity to repeat and reinforce a driving message which many fail to appreciate.

Let me ask a question to finish. When you, the reader, are on the road and see all those vehicles around you, would you really gamble your own safety on the basis that all of those vehicles and drivers meet all the conditions assumed in the Highway Code as mentioned earlier in terms of their ability to stop if suddenly challenged ... and that the drivers are all concentrating with that 0.7 of a second?

Dave Harris

Approved Driving Instructor/Fleet Trainer

Associates' News

Advanced Driving Test results since the last Newsletter are as follows:

Associate	From	Observer	Examiner
* Rachel Wyndham	Brighton	Maurice Upton	Adrian Short
Benedict Goddard	Chichester	Jill Irwin	Colin Thaxter
* Chris O'Dwyer	Horley	John Chisholm	Andrew Pike
* Gudmund Olafsson	Petworth	Graeme Lewington	Richard Mansfield
* Ian Thomas	Horsham	Bernard Timbers	Richard Mansfield
Neil Walford	Brighton	Oliver Farley	Richard Mansfield
Gillian Lewis	West Chiltington	John France	Richard Mansfield
Norman Scutter	East Grinstead	David Stevens	Andrew Pike
Jonathan Curd	Littlehampton	Alan Burt	Richard Mansfield

* Passed with a F1RST

Congratulations to our hard-working Observers and keen Associates. This summer has seen a lot of activity, with nine successful Advanced Driving Tests. Four candidates passed with a F1RST, which is a great achievement; however, all passes are a great success.

Special congratulations to Norman Scutter who, at 93, has gained Full Membership of CSAM. Norman took his ADT on 31 July and, at the time of this Newsletter going to press, is possibly the most 'senior' Associate Member of CSAM to have passed the Test - unless you know better ...

Some Associates have chosen not to proceed to test but tell us that they feel safer and more confident on the road after a few sessions, which can only lead to safer driving conditions for others on our roads.

Several people have decided to give up, for many and varied reasons. This does seem a pity to waste a given opportunity. I understand that on the odd occasion that life gets in the way; however, when an IAM course is given to children or grandchildren by a loving family it is with great sadness that we cannot persuade these people to respond to our attempts to contact them. I hope that in the future when gifts are given to **anyone** the giver will explain their reason for this chosen gift and will encourage the recipient to take this up.

Thank-you to all our Observers for keeping me updated with all information, which is making my job flow a lot easier - along with my lovely new computer!

Best wishes;

Glenda Biggs
Associate Liaison



From Phil Coleman, CSAM's Chief Observer

Vince Clarkson made the following comment to me 22 June:
"I have just completed my 1000th recorded observed drive."

What a great milestone and fantastic record keeping ...

LINKING UP - BENDS AND GROUPIES

Joined-up driving beyond the Highway Code



The Highway Code (HC) has remarkable little to say about bends and how to handle them. Paragraph 160 has three statements, the second saying 'keep well to the left on right hand bends' and nothing else. There is no further mention of bends in the standard HC after this. Matters improve a little with the DVSA Guide to Driving, which devotes ten pages to bends, including mention of limit point of vision, understeer and oversteer, loading, tyre pressure and throttle control. There's a lot of good advice on not travelling too fast and judging how sharp the bend is, but the text might easily have gone a lot further and been more helpful.

It seems a good opportunity foregone not to mention what is one of the most useful of practices - that is, linking the signage together. Bends are a very good example of how to do this and of its benefits. Start off with the signs for bends. There are eight common ones, six variations on the theme of a single curve and the other two warn of a series of bends either starting to the right or the left. The obvious single curve ones show a bend to the left or right, and then there are four variations with a junction on the curve either on the outside of the curve or on the inside.

So far, so familiar.

But how far away is the bend and how severe is it?

I've tried to find out if there is a statutory definition of a severe bend - so many degrees of curve as a minimum - but have failed to locate a binding rule. That appears to leave the case open that a severe bend in one county will be treated more mildly in another and we lose national consistency. To some extent this seems to be true, and the evidence is there for us to read in the use of chevrons.

Begin with one of the standard signs for a curve ahead. It's of a given form and is the same throughout the country. But while all signs are made equal, not all road curves are made equal. Local authorities have had to resort to additional measures to show the severity of bends. The most common one is to erect boards with chevrons indicating the tightness of the angle. One board means quite severe, two or more means worse, and mounted on a yellow background as well means worst of all.

So there's our first clue for what lies ahead - are there chevrons, how many, and are they on highlighted boards?

Our old familiar, the A24 on its second last bend going northwards before the resumption of dual carriageway at Capel, has seven boards warning of the double apex bend. Yet the bend which always catches me out - why, oh why? I've driven it often enough - is the downhill approach into Duncton on the A285. There is only one chevron board and no crash barriers precisely because so many drivers misjudge the bend that they kept knocking down the warnings and safety measures. It's easier now to just let the unfortunates cross the road and fly off into the fields.

The second rule, and an easy one, is to read the surface of the road. There's a simple progression from centre line to hazard to double solid (or a variation on solid and broken). Well before the double section, when one might still cross the hazard line,



there are direction arrows on the right of the road pointing the ill-positioned driver back to his own side. Just why these are termed 'direction arrows' I don't know, but Rule 128 says, "White direction arrows on the road indicate that you need to get back onto your side of the road." I would have thought that direction arrows was a better description for those arrows on lanes in multi-lane streets which tell you which road the lane leads to; the HC doesn't even grace these with a title, just saying on Page 116, 'Indication of traffic lanes'. For consistency's sake we'll stick to the ill-fitting nomenclature of direction arrows. The advantage is of course that these changes from centre to hazard to double are standard and visible well before the bend itself. Again I can't discover if there is a rule for how long each segment should be, but at least we know they are in place and can judge the distance to the bend.

As advanced drivers we will use a prudent combination of throttle control and braking according to how the Limit Point of Vision is moving, and thus control our speed to the bend. Another simple set of clues worth keeping in mind is the brake-lights- and- exposed-flank rule. If the car in front has had to brake then he was surprised by the sharp bend and has given us some warning, while the amount of side view visible of traffic coming the other way shows how severe the bend is, too.

Thus a simple rapid survey of the scene ahead as soon as the warning triangle comes into view gives us a clear notion of what to expect long before we're turning round the bend at all. Judging by how many everyday drivers reach in alarm for the brakes right on the curve it's obvious that all too many drivers simply drive into the problem and then rely on the fine engineering of their car to get them out of the trouble of their own making.

A quick glance, too, at the wider scenery can give the observant driver more clues as to what lies ahead. Follow the tree line. Look at the hedge line. Spot the row of roofs in the near distance. Lamp posts and small posts by the roadside can show an angle and help take the surprise out of cornering. Watch your fellow road users: if they disappear suddenly there's probably a dip as well as a bend and a down-hill dip means gravity fed acceleration perhaps when we don't want extra speed but more control.

Remember most especially that a great deal of this vanishes in the dark. Now your best help is the movement of lights approaching opposite and the amount of roadside they - momentarily - illuminate. On country lanes lights can show up well in advance and clearly compensate for the loss of the other clues, but they may not always be there. Alone in the dark can prove a frightening business as the evidence of many an inexplicable sole crash on an empty road bears witness.

Once into our single bend, we now read the road for the same signs on the road we read coming in but on the opposite side for the approaching drivers as we turn to complete the bend. A look ahead beyond the double line we're following shows where the direction arrows for the opposing traffic are, the hazard line and the resumption of the centre line.

Multiple bends are the same only more of them.

Really?

No, multiple bends can be a lot trickier than they look and can easily catch out the unobservant driver. Usually bends come in corkscrew alternatives of lefts and rights and nothing to tell us at the start how many there are, nor are they all of equal curve. The worst are double apex bends which just keep on going round long after you think the curve is finished, and these are followed by a series of irregular bends, often with varying road width to add to the trouble.



The key rule on multiple bends is to enter the first one slower than if it were a single bend. You need to twist the line of travel from side to side on alternating bends, and the unwary who enter too fast get round the first curve but not the second. Experience of skidding helps keep this in mind. Think of how often a rear wheel skid can be corrected at first but swiftly yields to over-correction and fish-tailing or worse if the driver is inexperienced. The same can happen to a lesser degree on multiple bends, travelling too fast at first and much too fast by the third. The real danger is not only the curve itself but the odd chance of something else which has to be avoided. Round bend three is a tractor or a group of road racing cyclists and there isn't enough room now to brake safely or swerve to avoid them. This highlights the single worst aspect of multiple bends - they can hide disaster until it's too late for the Too-Fast to do anything about it. LPOV comes into its own with a vengeance here and it pays off handsomely.

As so often with "accidents", the core mistake which lead up to the event began well before the location of the mishap. Judging that corner begins a long way before the corner itself; we exercise judgement all the way round and pick up clues for what's ahead comfortably before we're into the grip of a curve, a grip we might otherwise regret.

So many other drivers don't.

We see them every day, the leaning of their cars betraying a stressed corner which is beyond what was expected and now the application of modern technology is straining mightily to keep the situation under control. Some drive constantly like that and never give a thought to the flexing tyres and whirring computer adjusting traction control. But one day it will end in disaster. The stress will eventually overcome the best of electronic help and it ends in blue lights and sirens to A and E.

Try reading the signs beforehand.

Not singly, but together as a sequence.

Let the signs tell the story and let you drive accordingly.

Oliver Farley
Reflector



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

This is the official Newsletter of the Central Southern Group of Advanced Motorists

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DRIVING THE GREAT OCEAN ROAD, VICTORIA, AUSTRALIA - February 2018



Earlier this year I had the opportunity to go on a three-week bucket-list type gap year, courtesy of my employer and the amount of annual leave banked that had to be used by the end of March 2018.

After scouring the globe and placing pins on my wall atlas while blindfold, I settled on returning to the house of my friend of 35+ years in Kuala Lumpur, Malaysia.

As in previous years I dropped him a WhatsApp and, once again, kindly received a favourable response. This trip had the potential to involve driving, catching up on the airline business, drinking and gadget shopping.

In addition to extending an invite, my friend ended his message with "Are you happy to stay on your own for a few days in the apartment whilst I fly down to a close friend's wedding in Melbourne? Or would you like to come along (but obviously not gatecrash the wedding please)?" After much deliberation (lasting at least 10 seconds) I decided on the latter. Australia played England at the MCG the same evening as the wedding and so the stage was set.

Fast forward to Melbourne 11th February 2018, the day after the wedding at a typical Australian Sunday afternoon family BBQ. Our host said to my friend and me "So what are you planning to do with Tom tomorrow?", to which I replied I was interested in renting a car and driving The Great Ocean Road. "Take the Rangey", he says to my friend. "Don't bother to hire a car" ('the Rangey' referred to his rather nice Range Rover parked outside). Later on, and after several glasses of Australian Merlot, we started talking cars, CSAM (believe it or not!) and road safety. I happened to compliment our host on his rather nice 12 year old Porsche 911 Turbo that I had spotted parked in the garage. His response was not "Have you been snooping in my garage?", but "Take the Porsche instead, if you like, and let Tom have a drive too - just don't get any speeding tickets".



The stage was set for an incredible day.

On the Monday morning (around 08:00) we had a bit of an inauspicious start, as the remote control on the garage door failed and we had to rely on our host's spare before he went to work. However it all came good and my friend gently eased the Porsche out of the South Melbourne Street around 08:15 and into the Monday morning rush hour. Soon we were on the slip road joining the M1 Motorway and heading west towards the West Gate Bridge and onwards to Geelong (Victoria's second city) - a distance of some 45 miles. The traffic thinned as we left the West Gate Bridge and we headed past Avalon (which is home to Melbourne's second airport). As a passenger I was able to take in all the sights and marvel at geeky motoring things such as the font style on the speed limit signs (different to ours, same as Ireland), speed cameras, overhead variable speed limits and driving styles.

CENTRAL SOUTHERN ADVANCED MOTORISTS



After a while it became apparent that this was not going to be a high speed trip and the speed limits are slightly lower than most European countries and strictly enforced by cameras, including average speed cameras.

On the outskirts of Geelong we pulled into a BP service station on the M1 and parked up away from the pumps. At this point my friend says "Here you go, it's your turn to drive ... and I am not fussed if you want to drive for the rest of the day if you like".

Trying hard to contain my excitement (and feeling a bit like a child in a sweetshop) I gently eased myself into the driver's seat, adjusted the mirrors, adjusted the rake and reach of the steering wheel, checked the bite of the clutch and donned my attention-seeking Ray Bann aviator sunglasses. After negotiating a couple of speed humps within the Motorway service station I then threaded myself onto the slip road and out onto the M1 Motorway, mindful that a twitch of my right foot could send us perilously close to or over the 100kph speed limit.

My experience on the M1 was, however, short lived, as we soon came across signs directing us off and onto single carriageway roads towards Torquay and Anglesea and The Great Ocean Road. The land at the side of the road was now a reddish brown, very reminiscent of pictures I had seen of Ayres Rock and the Australian outback. The speed limit signs remained, along with speed cameras. Soon the road furniture was joined by yellow signs warning us of kangaroos.

After another 20 minutes or so we starting following the coast and entered under an archway that welcomed us to The Great Ocean Road.

<https://www.australia.com/en/places/melbourne-and-surrounds/guide-to-the-great-ocean-road.htm>



Funding to build The Great Ocean Road was raised by public subscription as a way to provide employment and remembrance to Australian soldiers returning home from the Great War in Europe in 1918. Construction began in 1919 and was completed in 1932. It is, in effect, the world's longest war memorial, stretching 243 kilometers from the Victorian cities of Torquay (home of the Quiksilver brand) and Allansford.



Once settled on the twisty GOR we were treated to some fantastic coastal scenery, passing picturesque coves and villages. Due to coastal erosion the road was clearly in need of maintenance and, every so often, we were held back by Stop/Go boards at construction zones. Interestingly there were temporary dot matrix LED signs in Chinese as well as English, due to the run up to the Chinese New Year. Driving the Porsche did attract a bit of attention and polite waves from the men/women controlling the Stop/Go boards.

As the weather was so good we decided to open the sunroof and I donned my baseball cap to avoid burning my head. There was a reluctance to apply suncream for fear of messing up the interior of my friend's car. (I later realised the sun in Australia is so strong that anything not covered gets burned, which resulted in me walking around with one arm a different colour from the other one for a few days!)

Sadly with a speed limit of 80kph we were limited to checking out the car's full potential, but there were very impressive "point and squirt" overtaking opportunities. Cornering bends with a recommended speed of 55kph were comfortably taken at 85kph without even noticing it.



After settling into the GOR, by mid morning, despite jetlag and a bit of hayfever, my body was telling me it was coffee o'clock. We stopped at the town of Lorne, a popular surfing spot known for its arts community and sweeping views of the coast. After feeding on pastries, sipping coffee and observing the "do not feed the cockatoo" signs we continued our journey along the coast towards Apollo Bay, Port Campbell and our ultimate destination - The Twelve Apostles National Park.



<https://www.australia.com/en/places/melbourne-and-surrounds/guide-to-the-12-apostles.html>

We arrived at The Twelve Apostles by lunchtime, and after parking up marvelled at the amazing vista before us. The Twelve Apostles are a collection of limestone stacks off the coast. Due to coastal erosion, however, they have dwindled to Eight Apostles.

Following lunch in Port Campbell we then drove back to Melbourne taking in the hinterland and driving past scenic villages and farms reminiscent of The Thornbirds, before getting onto the A1 Princes Highway for the quicker, more direct route.

CENTRAL SOUTHERN ADVANCED MOTORISTS

An interesting feature of the Princes Highway as we approached Melbourne was the overhead speed advisory sign which gave you the opportunity to check your speed.

<https://www.heraldsun.com.au/news/victoria/drivers-confused-by-electronic-speed-advisory-signs/news-story/0a2f7f05d37047ea6e91f07d4054d41d>



Before long I was negotiating the W2 exit to my friend's house in South Melbourne - but not before a visit to the local petrol station where GBP55 worth of super unleaded were dispensed to refill the fuel tank prior to parking up back in the garage.

The end of a truly memorable day which culminated in a shower, a brisk walk and a hearty steak meal washed down with Australian beer and wine.

Tom Stringer
26 June 2018



*Benedict Goddard
with his Observer, Jill Irwin*



*Chris O'Dwyer
with the Chairman*



*Leslie New
with the Chairman*



*Tristan Oliver
with the Chairman*

Mrs Malaprop lives on

When two egotists meet, it's an I for an I.
A bicycle can't stand on its own because it is two tired.
What's the definition of a will? (It's a dead give away.)
Time flies like an arrow. Fruit flies like a banana.
In democracy your vote counts. In feudalism your count votes.
She was engaged to a boyfriend with a wooden leg but broke it off.
A chicken crossing the road is poultry in motion.
If you don't pay your exorcist, you get repossessed.

More next time!

This article was sent in May to the Editor by CSAM Member Tony Gunton. It forms the basis of publicity which Tony is preparing with a view to (they hope) attracting sponsorship for Tony and Bryan, his navigator, to enable them to take part in the 2020 Monte Carlo Historique. It is a good read and I imagine that Members will enjoy hearing about the proposed attempt. Tony says: "There is one Historic Rally next year, 29 January to 5 February. We will not have time for sponsorship arrangements by then and would aim for the following year, 2020. The actual event starts from 5/6 European cities, including Glasgow in the UK, but the routes differ to ensure similar distances and all to be over in eight days". Ed.

SCOTLAND OFF THE BUCKET LIST

Tony Gunton and navigator Bryan Doling have just completed a gruelling 2,000 miles in seven days, leaving Bosham, West Sussex, on Monday 14th May. They overnighted in Yorkshire prior to travelling west of Glasgow, taking two ferries across the Clyde and Lock Fyne to arrive at Tarbert for an overnight stop. From here, they headed up the West coast and then east along the North coast of the Highlands. Travelling over barren mountains and through lush valleys, over potholed, single track roads, while



Bosham

stopping at a few B&Bs, they finally arrived at John O'Groats last Friday [18 May]. Eventually they returned south via the East coast to Inverness and thence through the Cairngorms, over the Forth, past Edinburgh, stopping overnight at Kelso, before entering the Borders and England. They never put the hood up, even for the thirty miles they travelled in the rain: "The weather was outstanding and our faces sun- and wind-burnt", said Tony.

It is a testament to the build quality and preparation of their Jowett Jupiter that it completed the trip without incident, covering some 375 miles on one day. For the technically minded, the aluminium-bodied car was constructed in 1951 in Crawley by Roy Watling Greenwood on a factory-supplied chrome molybdenum tubular steel ERA rolling chassis complete with 1.5 litre boxer engine and column change four-speed box. It is a copy of the factory model, which was virtually unavailable in the UK at that time as steel was only available for export vehicles and this is one of an early batch of chassis released to coachbuilders. Petrol rationing only ended in May 1950 and it was to be July 1954 before all rationing ceased.

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](#).

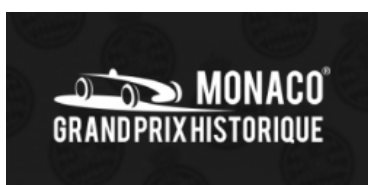
The car is one of less than a thousand built in Idle, Bradford, by a relatively small builder, Jowett Cars Ltd, yet the vehicle was well advanced for its time and won in its class the 1950/51/52 Le Mans Twenty-Four Hour and 1951 Monte Carlo, and at a host of lesser known events.



John O'Groats

Tony and Bryan travelled in company with a group of MGs from Chichester MGOC, a further car from Bournemouth MGOC, and were joined on route by an MG from Durham. Meeting every night for dinner, it was at the Inverness dinner, with the Highlands MGOC group, that Tony was presented with a framed black ink drawing of KAS, as the Jupiter is known, for being the oldest car in the group to make it to John O'Groats. He responded that he had put his faith in its record of long distance achievements over the years and was sorry for the member running a book that it wouldn't even make it to Yorkshire.

Tony said he hopes to take KAS to Lands End later this year to complete the round trip. Based on this achievement, and the final leg, he would like to find a sponsor for the [Monte Carlo Historique](#) starting from Glasgow.



USEFUL RESOURCES AND LINKS

CSAM website Homepage:

<https://www.iamroadsmart.com/groups/centralsouthern>

CSAM Newsletter page:

<https://www.iamroadsmart.com/groups/centralsouthern/about-us/our-community/newsletters>

IAM website homepage:

<https://www.iamroadsmart.com/>

IAM RoadSmart's "[Advice and insights](#)" pages

Driver & Vehicle Standards Agency: sign up for
[Highway Code email alerts](#)

[Operation Crackdown](#), operated by **Sussex Police**, where drivers can report illegal/unsafe driving. Some pdf readers will try to block access to this site, but if you type 'www.operationcrackdown.org' into your search engine this should bring up the website

Online Highway Code:

<http://www.highwaycodeuk.co.uk/>

(There are some other interesting links here, too)

Online pdf of Highway Code to download:

<http://www.highwaycodeuk.co.uk/download-pdf.html>

Searching depends on the device and the pdf reader in use

Hard copies of the **Highway Code** may be purchased here:

https://www.amazon.co.uk/DVSA-Official-2015-Highway-Code/dp/0115533427/ref=sr_1_1?ie=UTF8&qid=1513299425&sr=8-1&keywords=highway+code

but this is printed on dead trees and has no search facility

For anyone who may be interested in becoming an Observer:

<https://www.iamroadsmart.com/campaign-pages/end-customer-campaigns/becomeanobserver>



CENTRAL SOUTHERN ADVANCED MOTORISTS

Members will have received an email earlier in August from Gary Smith inviting those with Classic Cars to a summer evening's run on 14 August. Here is Gary's report of the event:

Some pictures of our drive. We all had a great evening: there were six cars - two MX-5s, two Morgans, one MG Midget and one Triumph GT6.



We travelled along country roads to *The White Hart* in Henfield, where we had drinks and a meal before everyone made their way home.

Paul and Janine Stringer with their Morgan came from Rottingdean, which was a great effort and lovely to meet them.

The weather was kind: it was dry, sunny and warm. What could be better for a drive with your tops off?!



CSAM Events during the Summer

To read about the events which we've enjoyed since publication of the Spring Newsletter simply click on the links below. If you don't (or maybe can't) get along to CSAM events, do read about them, and about Advanced Test passes and so on, on the [News](#) page of CSAM's [website](#). The 'thumbnails' below give only the smallest flavour of what you're missing!



Manoeuvring Event, 12 June

Congratulations to the trophy winners! Read the results [here](#).
Many thanks to Bognor Regis Fire Station for use of their grounds.



CSAM's 'Day in Court', 19 June

Read Oliver Farley's excellent report on the evening [here](#).



Walking Treasure Hunt, 17 July

Read the enjoyable report by Sally Franks [here](#)

[Pa mor anffodus](#)

*Another good clip from Malk
(click on the blue link above).
Where does he find them?!*

A man asks a farmer near a field, "I'm really sorry - would you mind if I crossed your field instead of going around it? I'm a bit late and I have to catch the 4.23 train."

The farmer says, "Sure, go right ahead. In fact if my bull sees you, you might even catch the 4.11."

