

CENTRAL SOUTHERN ADVANCED MOTORISTS

www.iamgroups.org.uk/centralsouthern



**NEWSLETTER
SPRING 2016**

IAM
DRIVING ROAD SAFETY

CENTRAL SOUTHERN ADVANCED MOTORISTS

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From the Editor



Welcome to the first edition of the New Year! It's very good to see the evenings getting lighter, even if it is by only a few minutes each day ...

This is, of course, the first "paperless" CSAM Newsletter. I hope you will all have found the process straightforward, but please do get in touch with me or with a Committee member if you have had difficulties: we want you to be able to read it!

As usual, I am very grateful to all the contributors. It is of course important for Members to be able to read the Officers' reports and keep track of routine CSAM business, but I'm delighted that, as well as our usual 'regulars', this edition contains some other very interesting articles. Thank you all!

My 'little niggle' for this issue is about the 'helpful' signs we see on motorways (eg "Slow - debris in road" or "Slow - accident ahead") accompanied, more often than not, by advisory or compulsory reduced speed limits. It often seems to me that I am the only driver who slows down, seldom finding any obstruction or apparent danger ahead. If the authorities expect motorists to comply with these warnings they really must keep them relevant and up-to-date!

Best wishes;

Tina

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Events Diary

Unless otherwise indicated, friends, family and members of the public are very welcome to attend all our events. Members are advised to check our website before setting out for events.

Tues 8 Mar

7.45 for 8.00 pm

PCC

Desktop Rally. The Desktop Rally is an ever-popular event in our calendar - come and compete within the safe environment of the church hall! It's a good idea to bring your OS Map 197 and a magnifying glass, but no specialist knowledge is needed. It's amazing what you can learn about map-reading, in these times when the satnav rules.

Sun 13 Mar

9.30 am - noon

Northgate CP,

Chichester

Free Observed Runs with one of our highly qualified Observers for Associates and members of the public. Full Members are also encouraged to book a refresher drive. Contact Glenda Biggs or Gary Smith.

Thur 17 Mar

7.00 pm

Billingshurst Centre

CSAM Committee Meeting - all welcome

Sun 10 Apr

9.30 am - noon

Northgate CP,

Chichester

Free Observed Runs (see 13 March for details).

Tues 12 April

7.45 for 8.00 pm

PCC

Talk on Road Surfacing: Peter Buckley from Windover Highways Management Limited, Haslemere, will give a talk and presentation. He will focus mainly on the 'whys and wherefores' of the use of 'Surface Dressing' (bitumen and chippings) - which has a tendency to send people into apopleptic fits - and will perhaps try to dispel one or two myths ...

Sun 8 May

9.30 am - noon

Northgate CP,

Chichester

Free Observed Runs (see 13 March for details).

Tue 10 May

6.00 for 6.30 pm

Goodwood Circuit

Skid Pan event. £20pp (30 or under on 10 May? - see p8). **Places limited, so booking essential** - first come, first served! Contact Glenda Biggs. Supporters are always welcome to come and watch, but all are advised to wear warm clothing - it gets cool in the Downs in the evening!

Thur 19 May

7.00 pm

Billingshurst Centre

CSAM Committee Meeting - all welcome

/continued ...

CP: Car Park ~ **BC:** Billingshurst Centre, Roman Way, Billingshurst, RH14 9EW

PCC: Pagham Church Centre, Nyetimber Lane, Pagham, PO21 3JT

CENTRAL SOUTHERN ADVANCED MOTORISTS

Sun 12 June Free Observed Runs (see 13 March for details).

9.30 am - noon

Northgate CP,
Chichester

Tue 14 June Manoeuvring Event - put the date in your diary now!

(details to follow)

Sun 10 July Free Observed Runs (see 13 March for details).

9.30 am - noon

Northgate CP,
Chichester

Tue 12 July Walking Treasure Hunt - put the date in your diary now!

(details to follow)

Thur 21 July CSAM Committee Meeting - all welcome

7.00 pm

Billingshurst Centre

Sun 14 Aug Free Observed Runs (see 13 March for details).

9.30 am - noon

Northgate CP,
Chichester

Sun 4 Sept Free Observed Runs (see 13 March for details).

9.30 am - noon

Northgate CP,
Chichester

Tues 13 Sept Talk on tyres by Nick Elverson, Roadwheel Tyre & Exhaust Ltd.

Thur 15 Sept CSAM Committee Meeting - all welcome

7.00 pm

Billingshurst Centre

Tues 11 Oct CSAM AGM, with Guest Speaker **SHAUN CRONIN, Regional Quality Manager. Shaun will tell us about, among other things, the Under 17 Car**

Club and Wikipedia.

Billingshurst Centre

This is the official Newsletter of the Central Southern Group of Advanced Motorists. Opinions and ideas expressed are those of the individual correspondents and do not necessarily represent the views of the Group nor of the IAM

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From the Chairman



By the time you read this I shall be packing to go to Sri Lanka on holiday (yippee), and when I get back I hope to be faced with a good number of enquiries about the Vice Chair's position and the Treasurer's position, both of which will become vacant at our AGM in October as Jean and Malk will not be seeking re-election. There are more details on pages 13 and 19 respectively. These Committee roles must be filled, so please talk to me or one of the Committee Members and we will be happy to tell you more about what we do. We are a thriving Group but it is right that we introduce new Officers on a continuing and controlled basis to ensure progress is maintained through the introduction of new ideas. Please don't hold back: the tasks are not onerous and you will get a lot of fulfilment out of what you do. The systems have bedded down well since the formation of CSAM over two years ago.

I am delighted to say that we had an excellent Members' meeting in Burgess Hill (see page 12), with our speaker being Neil Sadler from Kent, Surrey & Sussex Air Ambulance Trust - a very informative evening. Jean Clark has set up a small Forum to arrange further meetings in the east of our patch and we will advise you as soon as the next one has been arranged.

I spoke last time about a replacement for the now disbanded NRG. At the moment I have only fairly sketchy information, but I believe a formal proposal about the new Regional Strategy Groups is currently before the IAM's Trustees. Hopefully, more information will be available by the Regional Spring Forum in March and I will let you have more details as soon as I know. At the Forum it is also expected that there will be an announcement about a rebranding of the IAM, to go live in April. As you know, the style has been unchanged for many years, so it is right that our image is kept up-to-date to meet current needs and our market place. Along with this, the launch of a new IAM Website is expected to be announced, which has long been awaited. It couldn't be done without the rebranding exercise being completed, otherwise that would have duplicated much expensive work. On the back of all this, our own website, www.iamgroups.org.uk/centralsouthern, will be restyled to follow the new IAM image.

A further topic at the Forum will be the state of play on the new standards exercise which we have been piloting at CSAM since last summer. We are putting a dozen Associates through the exercise and I, personally, have taken two Associates through it and like it a lot. A huge amount of work has been undertaken by our colleagues at Chiswick in its development, and I believe it will give all Observers a better tool to conduct the *Skill for Life* process and ensure greater uniformity of presentation across the whole of the UK.

While on the subject of change and part of our succession planning coupled with the new Observing process, we are changing our Observing training team. As you know, Sally Franks and Maurice Upton have, for a good number of years now, masterminded the training of Observers, and they have done a brilliant job. They are now standing down from that rôle and



Don't blame the editor: this was sent to me by the Chairman, who says it was sent to him by his son-in-law (who drives a BMW!) Ed

/continued ...

CENTRAL SOUTHERN ADVANCED MOTORISTS

handing over to Phil Coleman and Alan Burt. The transition is going very well and Phil and Alan will be closely involved with the introduction of the new Observer programme being introduced. Very many thanks, Sally and Maurice, for all you have done on the training front. I am delighted to say that they are certainly not hanging up their keys, as they will continue with their observing and being Local Observer Assessors.

We advertised last time about a scheme to get more younger drivers joining us, and the offer is repeated on page 16 of this Newsletter. As it says "Your children and grandchildren are very important to you, so we are offering 50% off for new Associates under 30 at time of joining ..." to undertake a **Skill for Life** package. Unfortunately, at the time of writing nobody has taken up the offer. The Committee is continually trying to attract younger drivers but finds it very difficult. Have you any ideas? What do your children/grandchildren think about the **IAM**? Doing a **Skill for Life** course will benefit them for life - you know it will.

You are seeing that the style of the Newsletter has changed this time. Tina has been playing with her laptop a lot over the last few weeks, with Malk Monro sharing his IT skills, and I hope you like what you see. We now have the ability to be more adventurous with what is produced to keep you abreast of what is happening at CSAM and, to encourage more drivers to join us, please feel free to forward the Newsletter link to friends and relatives to show them what a valuable service we provide. A huge thank-you to Tina and Malk for everything you have done recently.

Finally, I have heard that driving in Sri Lanka is best described as dubious, so I will not be driving at all. I have also been told only to look out of the side windows of vehicles as to look ahead to see what might happen is not advisable. I will take heed of that recommendation and also won't be thinking of CSAM at all.

Drive carefully.

Dennis
Chairman



PLEASE NOTE

*The deadline for contributions to the CSAM Summer Newsletter is **Saturday 30th April 2016**.*

WHEN YOU'RE DEAD,
YOU DON'T
KNOW YOU'RE DEAD.
IT'S ONLY DIFFICULT FOR OTHERS.

IT'S THE SAME WAY WHEN
YOU'RE STUPID.

I'M ONLY
RESPONSIBLE
FOR WHAT I SAY

NOT FOR WHAT YOU UNDERSTAND

Chief Observer's Corner



We have a total of 39 Observers - 12 'National', 12 'Local', and 15 'Trainees'. Since the last Newsletter John Chisholm has successfully passed his National Observer qualification and John Foulkes has successfully passed his Local Observer qualification. Dennis Clement, Sally Franks and Maurice Upton have recently successfully passed their National Observer re-test: for them, as Local Observer Assessors, this has to be done every three years. Normally both National and Local Observer qualifications have to be re-taken every 5 years.

The Group's two new Observer Trainers, Phil Coleman and Alan Burt, have their hands full with the 15 Trainee Observers but are coping well during the changeover with help from Sally Franks.

Our next Observers' training day is Saturday 9th April in Lancing.

We have been involved with the pilot scheme for the new Standards, a new way to coach Associates for the Advanced Driving Test. There is an Associate handbook, eventually to replace the book *How to be a Better Driver*, and a new Observer handbook. The pilot has now been accepted, after some revisions, and will be rolled out nationally to all the other Groups. Our training day will be used to update all our Observers to the new Standard.

If you think you might be interested in becoming an Observer and would like further details then please get in contact with me. Currently we have no Observers in Brighton and there is a waiting list of Associates in Brighton hoping for an Observer so, as you can see, we desperately need Observers in Brighton!

Safe motoring.

Gary Smith
Chief Observer

**Will you be 30 or under
on 10 May this year?**



The Committee has decided to offer ***free places** at the Skid Pan event at the [Goodwood Circuit](#) to Members and Associates who will be 30 or under on 10 May.

Book your place for an opportunity to hone your car-control skills on a testing surface. You will learn, for example, just why you should steer *into* a skid - the very opposite of what your brain is telling you to do.

If you wish to take advantage of this offer you are strongly advised to **book early**: places are limited and this is always a very popular event! Contact [Glenda Biggs](#) to reserve your place.

Bring some family members or friends along to enjoy the evening and to wonder at your skills - but do tell them to wrap up warmly, as it can be quite cool on the Downs in the evening!

***The offer is restricted to those who have not already enjoyed a CSAM Skid Pan evening free of charge.**

Membership Mumbblings!

This time a change; first the message, which is very important.

All members need to keep their details lodged with the IAM Head Office at Chiswick up-to-date in order to receive important communications such as *Advanced Driving* magazine and membership renewal requests. Any members failing to renew at the appropriate time will find that their membership lapses, and without a current IAM membership your CSAM membership also lapses because IAM membership is a prerequisite for CSAM membership. If you move house, change a 'phone number or change your email address please update your information at Chiswick.

This can be done on line at <https://iam.org.uk/member-sign-in>, where you are advised what user name and password to use. (You will need to know your IAM membership number but if you cannot find this you can email me to request the information; please use the email address which I have on record so that I know the request has come from you.)

Click on 'Members' Login' near the top of the page, then enter your user name and password before clicking on 'sign in'. Clicking on 'My Profile' once you are signed in will take you to a page where you should select the 'View/Update My Profile' option.

Once logged on you can update your address, home, work and mobile numbers and also email address. While here you can also change your password used to access this part of the site.

Importantly for Associate Members, you will also find on this page an option to book your Advanced Driving Test - but please wait until you have been officially advised that you are test-ready. Nobody wants the extra expense of a re-test just because the original test included in the *Skill For Life* package was taken a little prematurely.

If you do not wish to use the internet to access your details then please contact Membership Services on **0300 303 1134** during office hours and ask them to update your information. Either way please keep this information current.

Now for the normal membership information. Central Southern Advanced Motorists has 318 Full Members, 68 Associate Members and 3 'Friends', giving a total current membership of 389. I would like to welcome the following new members to Central Southern Advanced Motorists: Catherine Hargaden, David Coppard, Stephen Butler, Elizabeth Price, Christian Myatt-Wells, Christian Perress, Graham Fisher, Sue Tucker, William Tucker, Angus McIntyre, Steve Turner and Deanne Cushion, who have joined as Associate Members, and also Kal Graham, Stuart Davison, Peter Buckley, Tony Webb and Barry Marchant who joined as Full Members since the last Newsletter's editorial deadline. I look forward to meeting you all at the various events the Group will be holding.

Finally, Members or drivers wishing to become Members or requiring more information can reach me by e-mail at membership.csamcar@iamgroups.org.uk or by 'phone on 01329 483661 (please note the change of 'phone number).

Safe Motoring.

Andy Wilson
Membership Secretary



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

Associates' News

Since our last news update, congratulations to thirteen Associates who have had success with their Advanced Driving Test, and well done to the Observers who got them there.

* F1RST passes were achieved by those starred below.



| Associate | From | Observer | Examiner |
|--------------------------|----------------|-----------------|-------------------|
| * Ashley Boxhall-Burnett | Havant | Bernard Timbers | Colin Thaxter |
| Martin Murdoch | Crawley | Anthony Platts | Richard Keightley |
| Nigel Corrigan | Elmer Sands | Gary Smith | Adrian Short |
| Hollis McClatchie | Haywards Heath | Kay Barfoot | Nick Illingworth |
| Neil Hatfield | Horsham | Derek Williams | Nick Illingworth |
| Ian MacDonald | Worthing | Dennis Clement | Adrian Short |
| Jan Goddin | Horley | John Chisholm | Adrian Short |
| * Robert Marsh | Selsey | Malk Monro | Colin Thaxter |
| Ian Austin | Emsworth | Phil Coleman | Colin Thaxter |
| Ray Fox | East Grinstead | Derek Williams | Peter Burgess |
| Lisa Prickett | Horley | John Chisholm | Mark Blundell |
| * John Rye | Portslade | Bernard Timbers | Nick Illingworth |
| * Peter Holmes | Chichester | Gordon Egerton | Mark Adfield |

Free 'Love Driving' Assessments started in August. We have had 26 requests. Most have been carried out, but several people failed to turn up. This is very frustrating, as our Observers lead busy lives and carry out these assessments on top of their regular Associates' commitments. Thank you to all Observers who were able to help out with this. It would be interesting to know if any of these people do actually take up an **SfL**.

Please will Observers be kind enough to advise me of ADT dates so that I can contact the Associates to 'wish them luck'. Would it please be possible for all Observers to return all paperwork to me after the Advanced Driving Test, either by post or passing it to someone in my area for me to collect. This will enable each Associate's paperwork to be signed off completely and removed from the file.

Thank you for the continuing updates on Associates' progress. This really does help with planning. The waiting list has almost disappeared.

Glenda Biggs
Associate Liaison



Malk's Military Musings

US Air Force:

*"Cluster bombing from B-42s is very, very accurate.
The bombs always hit the ground."*

Letters to the Editor

Dear Editor,

Details taken from DfT published tables at September 2015 for the period January - December 2014 show the following sobering statistics for reported car driver accident fatalities and other injuries - excluding those figures for all other vehicles (bus/coach/HGV/mcycles/cycles) and car passengers:

| | | | | | | |
|-------------------|--------|------------|-----------------------|-------------|--------------------------|---------------|
| Age group 16 – 19 | Killed | 35 | Killed/serious injury | 440 | All severities of injury | 4,892 |
| Age group 20 – 29 | Killed | 149 | Killed/serious injury | 1,538 | All severities of injury | 21,238 |
| Age group 30 – 60 | Killed | 201 | Killed/serious injury | 2,588 | All severities of injury | 40,831 |
| Age group 60 – 69 | Killed | 71 | Killed/serious injury | 618 | All severities of injury | 5,759 |
| Age group 70 – 79 | Killed | 47 | Killed/serious injury | 445 | All severities of injury | 3,351 |
| Age group 80+ | Killed | <u>65</u> | Killed/serious injury | <u>398</u> | All severities of injury | <u>1,980</u> |
| Totals | | 568 | | 6027 | | 78,051 |

These figures must surely give some rationale for continuing attempts to promote and encourage the **SfL** course and including pro active safer driving by any means possible. Accident prevention would also help to decrease the numbers taken to A & E Departments and lessen the pressure on a stretched NHS budget.

Derek Williams

Acknowledgement - DfT RAS 30024/ RAS 20002 - statistical data

Dear Editor,

Following the article in the Newsletter re the short stretch of the **A24**: if I am travelling clockwise anywhere on the M25 I no longer use the A24 because of this dangerous stretch of road. I now travel north by using the A29-A283-A3 and join the M25 at Jct 10 north of Guildford. From my home in Littlehampton I consider that the small extra mileage is a price worth paying for safety.

Regarding the **DSG auto gearbox**, my Skoda Octavia (purchased new in 2014) has this gearbox fitted: I find it is brilliant and it has never given me a moment's trouble. It is possible, of course, that mine had the correct oil from new, but certainly it is the best gearbox of any car I have owned since my motoring debut in 1951.

Best wishes,

Laurie Griffiths

Dear Editor,

Congratulations to all involved in producing the Winter edition of the Newsletter. Very professional, very informative, very readable.

Thank you all.

Eddie Harper



Dear Editor,

Just finished reading the Newsletter and was very impressed with the quality and content and congratulate you all. I am a Member but regretfully not one that has the time to attend meetings, but I will try harder!

Yours aye,

Tex Pemberton

Dear Editor,

Some praise for CSAM which I have received from a recent successful Associate: "... after passing the IAM course I had the confidence to buy and drive a motorhome ... and we've already clocked up 1,000 miles in it. Thank you for the confidence you gave me".

Anonymous

This was sent to me by one of our senior and most experienced Observers. Well done to him, and to all Gary's amazing team. Ed.

Eastern Forum gets off to an excellent start

The first "Members' event" organised by the newly formed Eastern Forum, inspired and enthusiastically led by CSAM's Vice Chairman, Jean Clark, took place in Burgess Hill on 1 December. The Guest Speaker, Neil Sadler, a volunteer with the Kent, Surrey and Sussex Air Ambulance Trust, gave Members and their guests a very interesting and informative talk about the Sussex Air Ambulance: we heard about the crews, the helicopters and the "back office" organisation, and learned about the types of emergency they attend - from road accidents to hang-gliding accidents and walkers in remote locations who have heart attacks.



Would you like to join the Forum?

The Forum covers the area to the east of Billingshurst, formerly covered by the Horsham & Crawley and Brighton Area Groups. Jean Clark and her small team are very keen to develop the CSAM's 'footprint' in the local area, as well as giving local Members a programme of interesting events and opportunities throughout the year. They would welcome enquiries from Members who would like to join them - as well as receiving ideas for talks, events, etc. If you would like to get involved, please contact:

JEAN CLARK

vicechair.csamcar@iamgroups.org.uk

01444 246096



YOUR GROUP NEEDS YOU

WANTED

VICE CHAIR for CSAM

As part of our succession planning it is essential that we elect new Committee Members/Trustees on a regular basis to ensure that the Group continues to thrive. The current Committee, in its third year, has been virtually unchanged since its election at our Inaugural Meeting in 2013, so we are looking to start the process this year. It is important for changes to be ongoing to ensure the Group continues to survive, with new blood being introduced. The current Vice Chair, having served three years in the post, will not be seeking re-election at the next Annual General Meeting (11th October 2016), so we are now beginning our search for an enthusiastic Member to take on the rôle.

The key responsibilities of the rôle are:

- ▶ To deputise for the Chair in his/her absence
- ▶ To be an active source of guidance for the Group's Events Officer/s
- ▶ To be an active source of guidance for the Group's Publicity Officer/s
- ▶ To be an active source of guidance for the Group's Young Driver Officer/s
- ▶ To provide support for all Committee Members, Members and Associates

This position must be filled so we are therefore seeking names for consideration.

There are just six Committee Meetings per year and you do not have to be an Observer or have previous Committee experience with CSAM. We will give you all the background training you need.



If you are interested, please make contact with any of the Committee or with me, Dennis Clement (01243 553097) chair.csamcar@iamgroups.org.uk, and we will give you more details. A full Job Description is available.

CHICHESTER FORUM MEETINGS

A reminder that the Chichester Forum meets bi-monthly at the [Chichester Park Hotel](#), Chichester.

The meetings are held to discuss matters affecting Members in the locality, including events for our monthly meetings at Pagham. The Forum meetings are open to all Members.

If you would like to attend our next meeting, scheduled for Wednesday 4 May 2016, please contact Bernard Timbers for details - bpt004@gmail.com.

Dave's Tips

Just in case ...



... you hadn't noticed, winter is here and we've had a taste of the cold weather we might continue to expect until, maybe, April? Bearing this in mind, I've put together some reminders about keeping safe out there in cold conditions.

First of all is the usual but good advice about not travelling unless absolutely necessary and not ignoring police warnings or advice not to travel on specific routes. Can you work remotely or change your schedule? If you must travel:

Make sure your vehicle, including tyres, is up to the task and that windows are clear so that you have all-round visibility before you set off. Take the time to thoroughly clear your roof and windows of snow.

When driving in snow, get your speed right - not too fast that you risk losing control, but not so slow that you risk losing momentum when you need it, for instance when approaching an uphill gradient. In that case, do try to avoid being too close to the vehicle in front whose driver may not be planning properly and may get in your way on the hill when they get stuck.

Start gently from a stationary position, avoiding high revs. Stay in a higher gear for better control, and if it is slippery move off in a higher gear in a manual car rather than automatically using first. If you're in an automatic, there may be an option to use in snow. If not, the same principal applies as to manuals - use higher gears than normal to move off.

If you find yourself in a skid, the main thing to remember is to take your foot off the pedals and steer - avoiding use of the brake if you can and just steer out of trouble.

Leave loads of space in front of you so you are not just relying on your brakes to be able to stop. It's better to think ahead as you drive, to keep moving, even if it is at walking pace. Also, watch your back for those behind who haven't got much of a clue about keeping their distance at any speed or in any road conditions.

Plan your journey around busier roads as they are more likely to have been gritted. Avoid using short cuts on minor roads - they are less likely to be cleared or treated with salt, especially country lanes and housing areas.

Bends are a particular problem in slippery conditions - slow down well before you get to the bend, so that by the time you turn the steering wheel you have already lost enough speed.

On a downhill slope, get your speed low before you start the descent in a lower gear and do not let it build up - it is much easier to keep it low than to try and slow down once things get slippery.

/continued ...

YOU KNOW THAT
LITTLE THING
INSIDE YOUR HEAD THAT
KEEPS YOU FROM SAYING THINGS
YOU SHOULDN'T?
**Yeah, I don't have
one of those.**

CENTRAL SOUTHERN ADVANCED MOTORISTS

And if the worst does happen:

Keep track of where you are. If you do have to call for assistance, you need to be able to tell the breakdown or emergency services your location so they can find you.

If you must leave your vehicle to telephone for assistance, find a safe place to stand away from the traffic flow; the next driver could lose control in the same place.

On motorways and dual carriageways it is always better to leave your vehicle and stand a short distance behind and to the safe side of it. Don't stand in front of it if at all possible. Balancing the risks of a collision and hypothermia is something that depends on your situation. Update your knowledge about smart/managed motorways, which are becoming more common, as breakdown procedures are different.

I'm aware that a lot of this stuff is obvious to many drivers but in the 'soft South' we don't get enough of this wintry weather to practice our safety skills. One of the statistics I remember from the many presentations I have given over the years is that most crashes and incidents take place within the first 24 hours of extreme weather. Why? Answers on a postcard or emailed to the Editor. Mind how you go!

Dave Harris

Approved Driving Instructor/Fleet Trainer

Grumpy husband:

"So what do you want for your birthday, then?"

Long-suffering wife:

"Oooh - a widow's pension would be nice ..."



So how was your day?

YOUNG DRIVERS offer

Your children and grandchildren are very
important to you, so we are offering

50% off

for new Associates
under the age of 30 at time of joining

CSAM is offering up to twenty cut price **Skill for Life**
packages for **family members living in the CSAM area**
who are sponsored by one of the Group's Full Members

Mum, Dad, Grandad, etc pays the full price, then once the
Advanced Driving Test has been passed we will refund **£75**

It's so simple -
pay now and get **£75** back when the Test is passed

To take advantage of this offer, contact

Andy Wilson

Membership Secretary

membership.csamcar@iamgroups.org.uk

01329 483661



Malk's Military Musings

"We are not retreating; we are advancing in another direction ..."

Are UK garages good enough?

Advanced Motorist Steph Savill runs the Foxy Lady Drivers Club, the UK's only motoring club for women including a network of garages and car dealers that meet her business standards. Here she explains why she does this and how she identifies the best garages for women.



I was working for a leisure organisation in Sussex and used to running a fully expensed company car when the penny finally dropped that a poorly maintained car and an incompetent mechanic can seriously compromise my road safety. My step daughter had just stayed with us over Xmas and told her Dad about her expensive first solo garage experience whilst at college. My husband then showed us both that the oil and filter she'd paid for hadn't been changed and the tyres she'd been sold as new definitely hadn't been. To cut a long story short, I reported the garage to Trading Standards and asked them who the good (or bad) garages were. They said they couldn't tell me 'for legal reasons' so, a few years later, I decided to have a go at sorting this area out for mums and daughters in future.

My solution was to set up a motoring club for women in 2005 and as part of my job I visit garages and dealers to make sure they are good enough for Club members. The challenge remains a daunting one because 'used cars bought from an independent dealer' are the biggest cause for complaints to Citizens Advice with 'repairs from an independent garage' coming in third.

GARAGE STANDARDS TODAY

Whilst an MOT tester is vetted and monitored by the Driver and Vehicle Standards Agency (DVSA), any mechanic that services or repairs our cars doesn't have to be licensed before being allowed to fix complex electrics, brakes and other safety-related components. Let's be clear. Wouldn't we expect an electrician or gas fitter to be accredited to do their job? So why not a car mechanic?

Clearly if you use a main dealership, you can be confident that the manufacturer has approved their technicians and you may see this standard reflected on your bill. However, if you opt for an independent garage to save money on labour rates, you still deserve a mechanic who knows their stuff, the latest diagnostic equipment (to find faults quickly) and genuine OE parts to last longer than cheaper Chinese ones.

MEASURABLE SIGNS OF QUALITY

The best way to make sure any automotive business is up to the job in 2016 is to check that their staff are licensed. The Institute of the Motor Industry (IMI) Professional Register lists individuals who are licensed in 'service & repair', 'car sales', 'accident repairs' and 'tyre services'. Sadly too few mechanics are on it, too many fail to keep their employer record up to date and, until everyone has to be licensed, the ones that need to be there most of all simply don't bother.

So the second best quality initiative, by which the motor industry are allowed to police themselves, is the Code of Practice scheme run by the Chartered Trading Standards Institute (CTSI). The first

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organisation to sign up was the Bosch Car Service network, followed by Motor Codes (run by the Society of Motor Manufacturers and Traders, representing franchised dealers) then Trust My Garage (run by the Retail Motor Industry). As things stand these three codes compete with each other and confuse motorists whereas they could all be one scheme, otherwise called regulation. Just for the record, not one of the three schemes requires staff to be licensed to operate. *"Our Government doesn't appreciate the road safety implications of car neglect despite the number of complaints in this area. Otherwise they'd be taking the issue of regulation more seriously in these areas. And they wouldn't be proposing that the first MOT test be delayed from three years to four in future. As things stand, 40% of cars fail their first MOT (DVSA 2014) with safety related defects, including lighting and signalling (30%), suspension (18%), brakes (17%) and tyres (10%). Ipso facto, if these cars were allowed to drive for a further 12 months regardless, they'd be dangerous for longer."*

CAVEAT EMPTOR BUYING TIPS

Here are my final alerts to keep you on your toes when buying car servicing or mechanical repairs when you don't have a good local garage or dealership to trust.

1. Google lists all garages in any area search, regardless of signs of quality. Several have no website so motorists can't even see or feel the quality of a business online before phoning them.
2. Avoid all comparison websites that encourage you to buy garage services on the basis of price alone. In an unregulated industry, where safety corners can be cut to achieve savings, this could be a false economy even when the website seems to be operated by a well known brand name.
3. Be aware that garages listed by The Good Garage Scheme might sound better than the rest but they do not have to prove any quality credentials to sign up. This business is owned by Forte Lubricants who want garages to sell their products.
4. Be suspicious of all garage and dealer feedback that is too bland to be credible. Always remember that a 'friendly' business is no indication of quality workmanship standards (as per Measurable Signs of Quality above).

As things stand, the only stimuli for regulation here are a significant increase in the number of accidents based on car neglect and/or an increase in the number of garage complaints. Although if we didn't have the EU to placate in future, perhaps regulation might be a lot easier to achieve for ourselves?

Steph Savill, MBA, FIMI, Chartered Marketer

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YOUR GROUP NEEDS YOU

WANTED

TREASURER for CSAM

As part of our succession planning it is essential that we elect new Committee Members/Trustees on a regular basis to ensure that the Group continues to thrive. The current Committee, in its third year, has been virtually unchanged, so we are looking to start the process this year. It is important for changes to be ongoing to ensure the Group continues to survive with new blood being introduced. The Committee has agreed that we should be looking for a new Treasurer at the next Annual General Meeting (11th October 2016).

Malk Monro has set up a superb system which is very efficient and works extremely well. It is all PC-based so you will need some IT skills. Malk will provide all the training and the earlier we have a candidate for election the better, as the person will be able to shadow what Malk does. The Treasurer is also our link with the Charity Commission for the short Annual Return that we are required to do.

This position must be filled, so we are seeking names for consideration.

There are just six Committee Meetings per year, and you do not have to be an Observer or have previous Committee experience with CSAM. We will give you all the background training you need.



If you are interested, please make contact with any of the Committee or with me, Dennis Clement (01243 553097) chair.csamcar@iamgroups.org.uk, and we will give you more details. A full Job Description is available.

Don't forget to keep an eye on the following useful websites

CSAM's "[Driving Tips](#)" web page

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

Operation Crackdown, where drivers can report illegal/unsafe driving (by others, of course!): www.operationcrackdown.org

National Observer Test - a personal experience

The day came for my skills to be checked to enable me to qualify as a National Observer.

Up early in the morning and leave home to do about ten miles to the meeting place agreed with my Examiner, giving plenty of time for a little romp down the motorway. All going well until I spot in front a rolling blockade and the matrix signs are on at '50'. No indication of a closure so I stay in lane, but the problem must have been sorted because the police car pulled over and traffic moved on. Arriving at my destination, still before time, I'm spotted by the Examiner, who waves. I do a nice single move reverse park beside his car, get out and we introduce ourselves and have a very friendly chat for perhaps ten minutes.

It is now to business, the Examiner playing the part of an "Associate" who has already had a couple of runs with another Observer. My brief is that he needs coaching on right-hand bends. I ask for a quick walk round his car, which he describes well and at same time comments on the usual items that we put under 'POWDER'. Not that it was mentioned as such. Getting in the car I verbally go through the usual disclaimers, asking him to confirm that his documents are in order, and he agrees to sign our indemnity. At the same time he reads our card which we ask all candidates to see before we go out, just in case I have missed anything. My instructions to the "Associate" include route outline and that I may ask that we follow signs to a specific place rather than just 'next left' or whatever, but it will always be 'straight ahead' unless I mention otherwise.

The specific subject that we are going to address today is negotiation of bends and I talk generally, seeking an indication of previous experience. Knowing that this will involve the System of Car Control, I ask the candidate if he has heard about IPSGA and gently coax out of him what each letter stands for: 'Information' - what is that, where does it come from - vegetation, other traffic, road surface, road markings, sat nav and signs etc. 'Signs': you may see a triangular sign from afar but from a distance what does that tell you? - "err ... warning"! Splendid: he has answered for me a question that may well come under a Highway Code type question in the Test. We continue to go through the other letters and at the same time I am gently probing his knowledge, asking him to explain each in turn. Time now to get out the book *HTBABD that deals with IPSGA (P24-27), which sets out in pictorial form where the various stages fit in when turning right at a junction - but I explain this system can be used for any hazard. Moving on to the 'Cornering' section of the book (P67-70), we talk through 'Limit Points' and road positioning and so prepare to put it all into practice. We discuss and agree it is not necessary to do a moving brake test as he has just driven 100+ miles to get to the meeting place.

Starting off - and quite a tricky turn out onto the main road - I notice a couple of points where he could have been better but decide not to mention now but will discuss later as I do not wish to criticise the candidate at the very beginning of the run. A couple of miles and two roundabouts along the way, with speed limits '50' reducing to '30' both correctly observed, then a sharp left onto a winding, rural 'B' road. Not far along and a right-hand bend so I start suggesting we keep to the nearside of the road to get maximum view as we approach; as we get nearer the corner, mention that we can 'open up' as the view extends. The candidate responds and after a few more

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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.

corners seems to be getting the hang of it nicely. However, a few nasty drain covers get in the way so the opportunity to mention car sympathy, tyres, suspension and ride quality, etc. However, we note that a slightly reduced speed would be better and immediately the ride improves and the candidate is more able to see and avoid road defects. Coming now to another junction onto a 'B' road which is just below the brow of a hill, giving the need for more caution, then a long downgrade with warning signs being observed. Good time now to ask for some commentary, or 'Spoken Thoughts' in new speak, which come in nicely as we climb up to a village. Plenty of traffic at a mini-roundabout where we turn left, a couple of road cushions duly noted by slow speed, open crossroads in village centre needing caution, and then a flat mini roundabout. Reminder here to candidate that we should at least deviate a little to show we have observed correctly (most traffic goes straight over them) then out into country on a National Limit road. A few bends correctly taken, then checking speed by braking down a moderate hill with need for a gear change for a sharpish bend at the bottom. OK here to brake and change gear at same time to keep control.

And so the run went on. Along the way I felt the need to talk about hands on the steering wheel, so asked the candidate to enter a car park where we did a reverse park manoeuvre then paused for a few minutes. Chat about controls on the s/wheel 'spokes' which satisfied me, but I felt hands at '7' and '5' sometimes not good practice. And also discuss my initial observation at the start of the run that he could have been more positive when pulling out from the start point.

Carrying on along a nice open 'B' road with double whites and a parked van blocking our lane. Can I pass it, I am asked. 'Yes', and the candidate tells me the other exceptions - cyclists doing not more than 10 mph, road maintenance vehicle - so good, that is another HC question covered; then in half a mile a works traffic light suddenly goes to red. Candidate pulls up sharply. Were you tempted to go through on the orange? "Well, I could see in the mirror that the following vehicle was some way behind, otherwise for safety I may have had to go through". Good answers, and just what I had hoped for. On run back to the start we go through a busy village with parked cars both sides: nicely negotiated, taking a centre line at slow pace, watching out at all times for any potential danger.

Time now for me to debrief the candidate, talking through the points noted earlier and agreeing each point as I complete the run-sheet. I was careful to make plenty of good comments as most of the drive was excellent, but this was tempered by the shortfalls noted earlier and need to be looked at on the next Observed Run. The Examiner then had his say and discussed with me how I had performed through the run. I was delighted on being told that I had passed that part of the Test.

My turn now to drive, so after a quick cockpit drill and moving brake test, off I go under the instruction that the Examiner wants to see me drive using the system and making progress along a route of my choice. Setting off in a slightly different direction along a residential road there is a stationary lorry in my lane and I pass well clear because I didn't like look of the guy in the road attending to unloading. I was giving commentary at the time too, and got a star for that; up ahead a very sharp left into country lane so IPSGA and into second gear for junction. A few bends to show that I practised what I had been preaching earlier, then long lengths of straightish lanes through the forest with the odd kink here and there but plenty of potential hazards to be seen. Wheely bins on the verge - is the dustcart nearby? - as it happens, no. Muddy roads left by farmers meant take care. Left turn at a junction into a steeply dropping lane, a low gear job and if an automatic gear box comment that I would have locked into a low gear - that tied in nicely with

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CENTRAL SOUTHERN ADVANCED MOTORISTS

my de-brief of earlier when the Examiner was questioning me. More twists and turns and out onto the main road. I didn't seem to have come far but Examiner said he had seen enough and to head back. Thought went through my mind "doesn't he like it much?" - no, he is more than happy. OK, I took the main road for a mile or more then turned off onto the nearby motorway-type 'A' road for a quick run 'home', and the chance to put my foot down and get up to but carefully not over that magic '70'!

Arrival back at the start, and time for Examiner to debrief me. Out of the 25 skills upon which I was assessed, I got all '1's except for three which were slightly less good with a '2', but still more than satisfactory. Overall I was deemed to have earned a very decent 'pass' and written confirmation of my 'National Observer' status will follow.

My examiner was Shaun Cronin, to whom I express my thanks for a very enjoyable and interesting session. Well, I would say that, but even if the result had been less good, it had still been a good run. I used the Pease Pottage M23 Services, and anyone knowing the area would probably recognise the route through Balcombe, Cuckfield and Handcross, followed by my own drive down Grouse Road and past the Hammer Pond to Plummers Plain and Handcross.

John Chisholm
21.01.2016

**How to be a Better Driver*

Lucky people who can keep their car in the garage during the winter and don't have the experience of the poor chap in this [YouTube](#) video.

Sadly you'll probably have to sit through an advertisement before the video starts, but it's worth it!

Thanks, Malk!



LOOKS LIKE DENNIS'S SPAM FILTER HAS STOPPED WORKING

From "Reflector" ...

TEUTONIC IRONY

or

The German Name Game



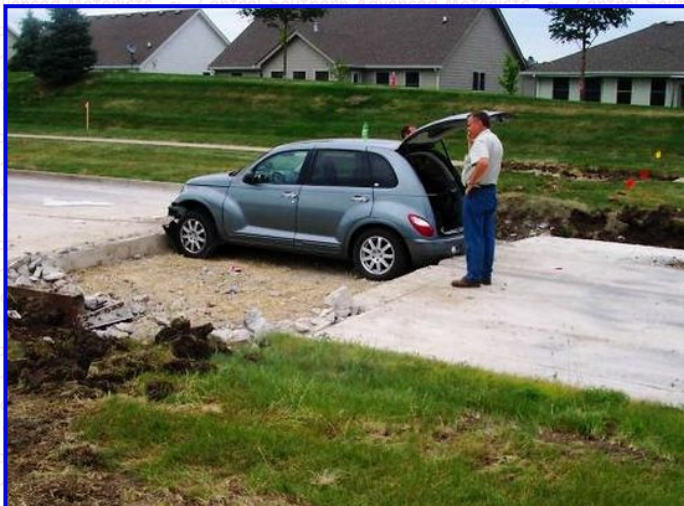
When was the first automobile invented? This is a tricky question and the answer is hedged with qualifications. If by 'automobile' you mean a self propelled vehicle then you may have to go back to the 1400s, when self-propelled carriages were built relying on cogs and springs for motive power. 1769 is frequently given as the year of the first automobile, a year when one Nicolas-Joseph Cugnot built a successful steam vehicle which was meant as an artillery carriage and carried four passengers for twenty minutes on its three wheels. Steam powered vehicles were used in Britain from the 19th century and attention focused primarily on steam and electricity for motive power, following the spectacular success of the railways and the undoubted power stored in batteries. Nikolaus August Otto pioneered the four stroke internal combustion engine by 1876, and that led to the triumph of this mode of propulsion in the century and a half since.

It all got off to a slow start, however, and it took time to perfect both the design of engines and the accuracy of making the parts. It is a testament to how well that has been achieved that the Wankel rotary engine never replaced it. The Wankel is piston-less, relying instead on a carefully shaped disc, and should be much cheaper to manufacture having far fewer parts. Nevertheless it failed to make the volume market breakthrough largely because of difficulty in making tight enough seals to capture all the fuel's explosive power.

Pioneers in capturing petroleum's explosive power were Gottlieb Daimler and Carl Benz. Their vehicles date from the 1880s and over the following decades they certainly weren't alone. By 1908 there were 241 manufacturers in the US, the year when Henry Ford truly revolutionised the process of car manufacture through the assembly line. This turned a luxury play-thing for the experimentally minded rich into the every-day necessity the car has become for modern life.

Another aspect of modern life had well and truly appeared by then, and that was brand naming. Image was all in such a crowded market place, and success on the racing track or on the drive-ways of the wealthy led to sales success on the forecourt. Mannheim was the home city to both Daimler and Benz, the latter in 1883 while 1890 saw the inception of DMG, Daimler Motoren Gesellschaft.

(As a digression, plurals feature commonly in German manufacturers' names; BMW is Bayerische Motoren Werke, Bavarian Engine Factories.) Benz used a laurel wreath around its name to emphasise its sporting prowess while DMG found itself with a novel name change before the 19th century was out. It can't be often that a manufacturer changes the name of his business to please a customer but such is the odd story behind Daimler.



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Any (polite) suggestions for a caption?

A prominent businessman called Emil Jellinek became an early enthusiast for DMG cars, and ordered more and more of them. He talked them up to his well-to-do friends and business circle and drove the world's first four cylinder cars in 1888. (The ideal number of cylinders to give smooth power had been a matter of vigorous debate and eventually the accepted norm settled on pistons in pairs; it's in our own day that computers have enabled three cylinders to operate with rival smoothness.) DMG were obviously delighted by Jellinek's commendations, and were equally delighted when his purchases topped forty cars, several of which he raced with notable success. By way of lucky charm, or just for paternal pride, Jellinek named his cars after his daughter and soon was himself known on racing circuits in France as Monsieur Mercedes.

And here's the ironic part. DMG were sufficiently impressed to allow Jellinek to sell their cars under the brand name 'Mercedes', which is Spanish for graces (another plural in a name). Why did Jellinek give his daughter a Spanish name? Because 'Jellinek' was probably Jewish. The family name Jellinek appears under a very different heading in encyclopaedias, that for rabbinical studies and philosophy. There were two prominent scholars in the early 19th century under this name, father and son. Many of Germany's Jewish community had ancestral connections with Provence and Spain which had been the homeland of Jewish communities for centuries until persecution in France and the Inquisition in Spain drove them northwards.

Back to our motoring interests. Given a likely Jewish background, the name Mercedes was logical and so too was the ballooning success of the new brand, so much so that Jellinek renamed himself after his own daughter and became Jellinek-Mercedes. The Daimler company, now run by the founder's sons, were naturally enthused about this promotional triumph and realized too that the company needed a brand logo, the same as many other manufacturers. Their father had been a technical director of the Deutz gas engine factory and had ambitions to run his own works under the banner of a three or four pointed star. The four pointed version is more logically descriptive but the triple variety prevailed because, allegedly, Daimler wanted his engines to succeed on land, air and water. Both star versions are registered trade marks and the triple star is of course now world famous, ever since Daimler and Benz merged in 1926.

Under the notorious regime of the 1930s, Mercedes was a boastful name, the standard of mechanical achievement and reliability, its engines used in thousands of vehicles, including the Führer's own automobile. How ironic it was ultimately named after a Jewess!!

Ironic too that the only recipient of the Nazis' highest industrial award to foreigners went to Henry Ford, that pioneer of manufacturing techniques, but that's another story ...

Reflector
(Oliver Farley)

Sources: *Encyclopaedia Britannica*; *Car Badges* by Giles Chapman

Malk's Military Musings

On the wall of the student pilots' rest room, Columbus Air Force Base, 1974:

A good landing is when you can walk away from the plane.

A great landing is when you can re-use the plane.



CONVOYS TO THE BALKANS with *Hope and Aid Direct*



For some years now I have been involved with a humanitarian aid charity called *Hope and Aid Direct*. This small Charity is operated entirely by volunteers and 'does what it says on the tin'. We take trucks of aid in convoys, mainly to the Balkans, and with the aid of a local charity distribute it ourselves to those in need. It is tiring but very rewarding to be able to see the people who are receiving the goods, and watch the faces of the children as we are able to give them toys and sometimes sweets and biscuits. Tennis balls or footballs are also very popular! Our main focus has so far been Kosovo, but we have also been to Montenegro, and organised containers of aid to be shipped to Syria and to the Philippines.



We travel in 7.5 ton trucks, meeting up usually at the Maidstone services on the M20, and then to Dover for the ferry to Calais. From there it is a four or five day drive across Europe to our destination. Once there, and cleared by customs, we drive to whatever warehouse we have managed to acquire for the several days we need, and unload the trucks so that we sort out all the aid into categories in order to see exactly what we have. In Kosovo we work with the Mother Teresa Society, who have identified those most in need and organised guides and interpreters to take us to the various drop sites.

Each day at the warehouse we are told where each truck is going and how many families we will be giving aid to. Every truck is then matched up with a vehicle containing the appropriate interpreter and guide, and we set off to drop the aid to the families which have gathered in the agreed spot. They bring with them various means of carrying the goods, including wheelbarrows, pony traps, bicycles with panniers, and anything else that members of the family can use to put things in. Occasionally family members may own, or have borrowed, a car or van, which they manage to fill with as much as they can cram inside.

There is seldom a convoy without some challenges, such as tyre blow-outs, mechanical problems, road and weather conditions (sometimes separately and sometimes combined!) but we still keep doing what we can.

If you want to see more about what we do we have a website which is hopeandaiddirect.org.uk and we will always be delighted to welcome volunteers who are able to offer their time in any way, be it fundraising, driving, publicity, sourcing and/or collecting aid, or anything else. Just contact me at jirwin218@hotmail.co.uk.



As I write this we are in Hungary on our way in convoy to Lesbos to take aid to help some of the thousands of refugees who are coming ashore day after day to escape the violence and destruction in their home country. I hope to be able to tell you more about that in the next CSAM Newsletter.

Jill Irwin

Jill has indeed written a further report recounting their experiences during the convoy to Lesbos: it will appear in the Summer edition of the Newsletter. Ed.

CENTRAL SOUTHERN ADVANCED MOTORISTS



Quiz Night 12 January



I know it looks as though the only person having any fun at the Quiz Night was Bernard (our Quizmaster and compère). But it was a great competition, sportingly entered into by most of all the participants, who enjoyed the company even if not (in some cases) the humiliation! Certainly, judging by the editor's performance the only grey matter she has is on her head, not in it ...

Two 'tables' shared the 'prize' (viz a moment of 'glory'):

**Sally Franks
Phil Coleman
Gary Fisher
Kal Graham**

**Laurie Griffiths
Tim Holland
Kevin Crowley
Dennis Clement**

Well done to all of them, and thank you, Bernard, for a very challenging and enjoyable event!

Malk's Military Musings



*What's the difference between a co-pilot and a jet engine?
The jet engine stops whining when the plane shuts down.*

A PHYSICIST WRITES ...

This diary begins on a dark evening in late September ...

Tuesday: driving my VW Golf along Mill Lane, Bracknell (to weekly choir practice), busy road, weather dry. Arrived at large, poorly lit roundabout, stopped at line, in middle lane of three. Always hard to assess traffic movements here, looking right, so was cautious in moving off. As I released foot-brake, loud bang from rear, head-rest proved its worth. My first shunt.

Switched hazard lights on, turned engine off, got out. Forgot to put on hi-viz vest, or to collar witnesses, or to try to photograph scene. Young driver emerged from white Fiesta behind, said: "Sorry, my fault, thought you were moving". Then said to phone in hand: "Speak to you later." (Was he already speaking to "you" at moment of collision? Did he not see my brake-lights? I could and should have asked ...) Exchanged details, inspected cars: rather more visible damage to front of Fiesta than to rear of Golf - plastic bumper obviously impacted, plus couple of bulbs blown.

Wednesday: in daylight, could see dents above bumper along tailgate, which had also become hard to close. Phoned IAM Surety (my broker), now part of Cornmarket (so let's call them C), to report incident. They said claim and repair would be handled by firm P, in conjunction with another firm K.

Friday: firm K phoned to confirm independent engineer coming Tuesday to inspect Golf. Repair to be done locally at Sunnyside Autos, of Reading (reassuringly, I later found excellent reports of them, on internet). K also offered free hire-car. I said: "Not needed yet, thanks, maybe during repair?"

Tuesday: engineer (all the way from Bristol!) said bumper and tailgate to be replaced, probably internal panels also, could take a week. My insurers KGM phoned to confirm other side accepted claim - but why hadn't I reported accident direct to them? (Because insurance certificate has C's number on it, not yours.) Anyway, they were closing their file, but could reopen if I needed to claim.

Monday: firm K (I never did hear from P) phoned to arrange repair - booked for Tuesday week at Sunnyside. And will deliver the hire-car. Actually, on thinking about it, I can manage without that, thank you, as we have my wife's. But if you don't take it, sorry, can't arrange repair, it's part of package, you will have to go back to your insurer. Oh ... OK, will take it, though can't promise to use it. But if you don't use it, sorry again, we will have to charge you for the hire. What? Then how low a mileage will you accept on it, without charging? (No clear answer.)

Phoned C to ask why they had put me in position of first having to take hire-car, and then having to use it. They didn't explain satisfactorily, but did apologize for being unclear initially.

Tuesday week: took Golf to Sunnyside for repair, Mrs S drove me back home. Trailer arrived with hire-car on back: another Fiesta, what an affront. Driver said he had come all the way from Hayling Island! Produced paperwork for signing, asked me also to fill in Statement of Truth (er, what other sort of Statement would they require, if not of Truth?), being detailed account of accident. Just as well I started keeping this diary ...

Meanwhile driver unloaded car in rain, then tried to wipe every inch dry while noting down each scratch on new hire-sheet (why couldn't we simply agree on any scratches that hadn't been noted for previous hire?). Explained to me controls and T&C which included £500 excess, departed.

/continued ...

CENTRAL SOUTHERN ADVANCED MOTORISTS

Later (in the dry) I checked hire-car over, discovered 8 lb pressure difference between rear tyres, 4 lb between front tyres, one tyre different brand from others, oil level at Min, coolant level well below Min, unpleasant smell inside car (lingered in nostrils all day after just 5 minutes sitting inside). Decided not to put any mileage on it at all, swapped it with Mrs S's Micra on driveway.

Wednesday: emailed firm K with list of defects, saying I couldn't really have faith now in general safety and maintenance of any car they might give me, though fortunately didn't need one anyway. Most of all, wouldn't want their next customer to receive this car in same state, and drive it unawares.

Friday: how appropriate, hire-car half-covered in avian deposit overnight - much thicker than from heron on previous occasion, perhaps red kite this time? At least Micra escaped! Wiped mess off as best I could.

Firm K phoned to apologize for defects, smell had been noticed during valeting but seemed to have gone, anyway would I accept goodwill £50? Certainly!

Saturday: man at Sunnyside phoned to say Golf would be ready Monday, but there was a problem - full-size spare wheel (which I installed in boot, replacing space-saver wheel) wasn't clamped, hence might cause injury in serious accident, so on safety grounds he couldn't release car. I confessed I hadn't found way of clamping thicker wheel in place. He offered to construct suitable fixing, I accepted with grateful thanks.

(Of course my tools, shopping, luggage etc in boot are always unclamped and a hazard! Also, noticed Fiesta hire-car has no spare at all, just sealant kit & tiny electric pump, ludicrous, can't believe anyone has succeeded in safely reinflating from puncture this way, quite apart from the fact it puts tyre beyond repair.)

Monday: waved good riddance to hire-car, what a waste of other people's money and everyone's time. Collected Golf: four weeks after shunt, good as new if not better, sparkling clean inside and out, tailgate even easier to close than before, spare wheel now secured, lifetime guarantee on the new paintwork, can't praise Sunnyside Autos highly enough. Later, received copy of invoice: job cost more than £3K, money well spent, I say (though would much prefer that it hadn't been necessary).

Have suggested to Bracknell Forest Borough Council that they improve lighting at Mill Lane roundabout. Meanwhile, brother-in-law offered advice: take defensive measures - get tow-bar fitted!

Peter Soul
November 2015

*This article comes from a series which Peter Soul has been writing since 2002 for the Newsletter of the **Thames Valley Group of Advanced Motorists**. Peter has kindly given his permission for this and others to be reproduced in future Newsletters: I know they will be appreciated and enjoyed by Members. Ed.*

Anyone interested in following the International Space Station's journey around the earth can watch it in some detail at

<http://eol.jsc.nasa.gov/HDEV/>

Now come on, all you Advanced Motorists! There must be one or two among you who can help the poor old Events Co-Ordinator and Newsletter Editor, who struggle week by week to think of things that we'd all be interested in hearing, or seeing, or reading about and/or doing.



Do us a favour: come up with some suggestions: it's your Group, and I'm sure some of you can think of an interesting topic for us. I bet someone has a friend in the motor industry, or satellite navigation, or road/motorway building, or safety cameras, or hybrid car development, or tachographs, or road surface technology, or the AA/RAC, or the latest government thinking on driving licensing/re-testing, or level crossing safety, or mapping, or - well, pretty much anything. Don't keep it to yourself - share it. We'd love to hear from you!

Glenda Biggs - Associate Liaison and Events Organiser

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or

Tina Thurlow - Newsletter Editor

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

△ YOUNG DRIVERS POSE BIGGEST ROAD SAFETY RISK

Research published by the UK's Transport Research Laboratory (TRL) reinstates past reports that young drivers continue to represent the biggest road safety challenge in terms of crash risk. Older drivers are characterised as being more cautious and able to adapt their driving styles in response to reduced capabilities. However, whilst collision rates of older drivers may be low, the analyses of injury statistics consistently find specific patterns of collisions for older drivers.

△ SEEING ROUND CORNERS

Scientists have developed a camera system that can 'see around walls and locate hidden objects', which could help drivers see around blind corners. Produced by researchers at Heriot-Watt University in Edinburgh, the system works by sending laser light from the camera round corners before receiving it back again. From this it is able to detect moving objects that are hidden from view, which the researchers say would be extremely useful when a driver's visibility is obscured by walls or large vehicles. It is hoped the technology's 'centimetre precision' could help prevent collisions and save lives. The researchers are hoping to be able to apply the technology to a 'variety of real-life situations' in the near future.

SHOCKING STATE OF TYRES SEIZED FROM UK ROADS

Tyres with extreme damage, nails embedded in the rubber and worn tread top the 'Hall of Shame' for drivers. A survey carried out by Tyresafe and Highways England found that one in four drivers had an illegal tyre at the time they were replaced, which could suggest there were nearly 10 million illegal tyres on the roads of England, Scotland and Wales throughout 2015.

AGGRESSIVE BEHAVIOUR

A new study has concluded that aggressive behaviour on the road by one driver causes others to behave in a similar fashion. The study by the London School of Economics and Political Science (LSE) and the tyre manufacturer Goodyear found that drivers' choices of behaviour on the road trigger what is described as a 'ripple effect'.

In a survey of nearly 9,000 drivers from 15 European countries, 87% of those surveyed agreed that considerate driving by others can prompt them, in turn, to be considerate to other drivers. Conversely, 55% admitted that when irritated or provoked on the road by one driver, they may be more likely to take it out on another. The report suggests a 'simple act of kindness' or one of aggression can initiate a chain of events creating an environment that is either comfortable and safer, or stressful and more dangerous, for drivers.

EYESIGHT TESTING

GEM Motoring Assist is the latest road safety organisation to call on the Government to introduce compulsory eyesight testing for all drivers at regular intervals, following a call from a leading ophthalmologist urging drivers to undergo regular eye tests to ensure they have a clear view of the road, especially in the winter months.

David Teenan, UK medical director at Optical Express, stated that longer nights, low sun and treacherous weather can significantly impede the sight of drivers - causing temporary blindness in some cases. GEM believes that a detailed test of a driver's visual acuity and field of view should be required every 10 years and says that better regulation of eyesight tests for drivers would cut collisions and make Britain's roads safer.

David Williams MBE, FAIRSO - GEM chief executive, said:

"We are worried that a large number of drivers have not had their eyes tested for many years - and some have never had a test. Many of us assume our vision is fine and does not require a check-up; however we have no way of knowing this for sure. That's why it's so important for road safety that the Government take steps to ensure regular, compulsory testing for all drivers. We believe it is unacceptable to operate a system where a driver can read a number plate aged 17 and carry on driving for 50 years or more without any eyesight check whatsoever. Along with many road safety organisations, we believe everyone should undergo a compulsory, professional eyesight test when applying for a provisional licence, with a further test every 10 years after that."

GEM also says that the current 'number plate' eyesight test, introduced to the driving test in 1937, is 'crude and outdated', as it only measures visual acuity (sharpness). David Williams MBE added: "The time has come to accept that the current driver eyesight test simply isn't fit for purpose. What's more, it is certainly no longer acceptable for drivers to self-certify. As more and more people are staying behind the wheel into their eighties and beyond, the need for mandatory eyesight testing has never been more pressing."

I like to drive my motor car very much indeed,
but whilst I am looking where to go
I forget to watch my speed.

Now if I had a SatNav

I could listen to what they say,
then perhaps I could concentrate
and wouldn't lose my way.



The only problem I can see,

I don't know how to chose.

Looking at all the different ones
really gives me the blues.

The Germans call them 'NavSats'

It makes no difference to me,

All I really want to do is get from A to B.

Can someone advise me please

Which SatNav would be best.

Can you please respond to me

And answer my request?

I really must be a technophobe

I can't fathom out those Apps:

Maybe now I will do as I've always done

and stick to my trusty maps!!!

*Can anyone offer Glenda, our hard-working Associate Liaison
and Events Organiser some advice, please - preferably in verse?! Ed.*

Mutual attraction - does it exist?

Have any other Members experienced 'mutual vehicle attraction'? Once I'd noticed it, it seemed to happen more and more, whatever the time of day: am I alone and losing the plot, or is it real?

You're driving happily along the dual carriageway on the way to Gatwick for the early flight to somewhere hot and *sunny. It's 3.00 a.m., there is no street lighting, you have the road to yourself and the rest of the world seems to be sleeping. You come to the first roundabout and there's something coming: amazing - it's three in the morning and you thought you were the only one out. At the next junction, after another totally vehicle-free stretch of road, the same thing happens - and then again ...

My theory is that vehicles somehow "attract" each other at junctions. I appreciate that (even at 3.00 a.m.!) we slow down when making the approach and so take longer to cover the ground, but it still surprises me just how often I meet something at a crossroads on an otherwise deserted road. Statistically, I imagine such a puzzle would be similar to the oft-quoted one where two blindfolded people in a dark room have to work out the best/quickest route to find each other.

Are there are any statisticians out there with a theory or an explanation?

Tina

MAD AND BAD

A Northampton man, thought to be Britain's worst speeding offender, has been jailed after filming himself driving at 192mph on a Northamptonshire road. Police found mobile phone footage of driving several high performance cars when he was arrested on an unrelated matter. One video showed him reach a speed of 192mph (309kmh) in a Nissan GTR.

The 42-year-old was jailed for 28 months after being found guilty of four counts of dangerous driving.

FUEL PRICES ON THE MOTORWAY

Drivers using a section of the M5 will soon benefit from new signs showing the price of fuel along the motorway. The move is part of a trial by Highways England designed to give drivers more information to help their journeys and to boost competition on fuel prices. Five motorway service areas are involved in the trial which, depending on the results, could ultimately be rolled out nationally. Electronic message signs on display between Bristol and Exeter will show the price of fuel at Gordano, Sedgemoor, Bridgwater, Taunton Deane and Exeter motorway service areas.

The Fact That There's A
HIGHWAY TO HELL
And Only A
STAIRWAY TO HEAVEN
Says A Lot About Anticipated
Traffic Numbers.

Malk's Military Musings

Tower received a call from a crew asking, "What time is it, please?"

Tower responded, "Who is calling?"

The crew replied, "What difference does it make?"

Tower responded, "It makes a lot of difference. If it's an American Airlines flight, it's 3 o'clock. If it's an Air Force plane, it's 1500 hours. If it's a Navy aircraft, it's 6 bells. If it's an Army aircraft, the big hand is on the 12 and the little hand is on the 3. If it's a Marine Corps aircraft, it's Thursday afternoon and 120 minutes to 'Happy Hour'."



Congratulations to these new Full Members - and of course to their Observers!



Gary Fisher, who passed the ADT with a FIRST, with his Observer Phil Coleman



Sarah Turner receiving her FIRST ADT pass certificate from Dennis Clement



Peter Rowles being presented with his ADT pass certificate by Dennis Clement



Martin Murdoch being presented with his ADT pass certificate by Dennis Clement

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