

CENTRAL SOUTHERN ADVANCED MOTORISTS

www.iamroadsmart.com/groups/centralsouthern

**NEWSLETTER
SUMMER 2018**

iam
RoadSmart

Official Provider

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From the Editor

As I sit at my desk - inside, but happy that the sun is shining outside - I can hear the birds discussing whether Summer really has arrived at last. Let's hope so: we've waited a long time this year. It's not, of course, only that good weather is nicer, but CSAM holds its events outside in the summer, so it really matters!



I hope you'll enjoy this issue: it's full of interesting reports, articles, ideas, and the usual smattering of lighter material. Thanks, as always, to all the contributors. You'll see that Sheila Girling throws down the gauntlet over one problem that I think we all suffer from, so if you are a frustrated inventor who might have a solution I shall look forward to hearing from you!

Have a good summer.

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

Thursday 17 May
7.00 pm
[BC](#), Billingshurst

CSAM Committee Meeting - all Members are welcome.

Sunday 10 June
9.30 am - noon
[NCP](#), Chichester

Free Observed Runs see 13 May or [website](#) for details.

Tuesday 12 June
6.00 - 9.30 pm
The Drill Yard, [Bognor Regis Fire Station](#), West Meads Drive, PO21 5TB

Manoeuvring event. Find out just how well you know your car! The worst you should be able to do is to knock over a few traffic cones, so come along and try out your skills. CSAM is very grateful to the Bognor Regis Fire Service for allowing us to meet at the Fire Station.

Tuesday 19 June
7.30 for 7.45 pm
[BH](#), Burgess Hill

A talk on the Magistracy.

Sunday 8 July
9.30 am - noon
[NCP](#), Chichester

Free Observed Runs see 13 May or [website](#) for details.

Tuesday 17 July
Start between 6.30 and 7.15 pm
[Mill Stream Car Park](#), North St, Storrington, Pulborough, RH20 4NZ

Walking 'Treasure Hunt'. The 2017 event devised by Maurice and Dennis fell victim to the English summer; let's hope for better weather this year! Meet up at the bottom end of the Mill Stream car park, by the river, for the route and questions. Departures between 6.30 and 7.15. (Parking is free from 6.00 pm.) Choose your team of two or three beforehand or come along and take pot luck. We normally end up at a watering-hole, and it's always a very enjoyable social occasion. Do check the website before leaving home, just in case ...

Thursday 19 July
7.00 pm
[BC](#), Billingshurst

CSAM Committee Meeting - all Members are welcome.

For further details of venues please see the bottom of page 5

CENTRAL SOUTHERN ADVANCED MOTORISTS

Sunday 12 August
9.30 am - noon
[NCP](#), Chichester

Free Observed Runs see 13 May or [website](#) for details.

Tuesday 11 September
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!

Sunday 16 September
9.30 am - noon
[NCP](#), Chichester

Free Observed Runs see 13 May or [website](#) for details. (Unusually the third Sunday this month to avoid a clash with the Revival meeting at Goodwood.)

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 13 May 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

Driving and hiring cars abroad - an illustrated talk by 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 Bevis's experiences, and maybe pick up a few tips if you're planning a trip ...

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

Free Observed Runs see 13 May 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

From the Chairman



As I write this the Training Day for Observers is fresh in my mind. Phil Coleman organised an excellent day, which I gate-crashed though not an Observer. Not to be an Observer was a decision I made for a number of personal reasons; however, I do admire and applaud those who are. As I have said before, it is an excellent way of maintaining driving skills, while helping others to improve their driving. Do contact [Phil Coleman](#) if you would like more information about becoming an Observer.

The subjects that the Observers concentrated on during the day were cornering, using the limit point of view, 'spoken thoughts' and use of gearboxes. I put it that way because there are so many variants of the automatic gearboxes that the temptation is to put it in Drive and leave it. (By the way, if you leave an auto-box in Drive during a test you will pass, if the rest of your driving is up to standard, but you won't get a F1RST.) Having taken my test in both a manual and an automatic, I thoroughly enjoy using the scope that my present automatic gearbox gives me. What going to the training made me realise is that there is always something to learn. So, if you have been a Member for a good number of years, now might be the time to sign up for a check drive. Contact [Glenda](#) or [Phil](#) to arrange a time at one of our Sunday sessions.

For those of you who may be hoping a friend or another member of your family might consider taking the Advanced Driving Course, now is an excellent time to do it. IAM RoadSmart are offering a [10% discount](#) for those who have a taster drive and then sign up for the full course.

There are some other new driver training aids for the modern age. There is an app (which can be downloaded from the usual stores) that gives the user the opportunity to explore various aspects of driving. It is called 'IAM RoadTrip app'. There are also a number of e-learning modules which cost £5 each and take about 20 minutes to work through. They are all part of helping to educate people about their driving, getting them to think about it and hopefully leading to them taking the full course. Have a look on the [IAM website](#).

You may have already noticed that several Group Members have taken their Masters recently. This is the pinnacle of driving expertise and Bernard Timbers, Phil Coleman and Gary Smith have reach this pinnacle. Phil and Gary passed with a distinction. It was Gary's second time. Well done to all of them.

As we are part-way through the fifth year of CSAM's existence, it seemed to me the right time to review how our Forums are working and whether we are providing what Members (you) want and whether we are fulfilling our aims of improving driving standards and educating people about driving generally. To this end the CSAM Committee will be carrying out this review at its next meeting, with the Forum Team Leaders present. We will have the summary of the survey we carried out last year available to us, but if you have any particular views you would like taken int



From the Courts

"Well, Your Honour, I'd been driving for over forty years when I fell asleep at the wheel and ran into a parked car"

/continued ...

account, let [me](#) or a member of the [Committee](#) have them. Even better, if you would be prepared to help run the Group at any level do contact us. Bernard will finish as the Western Forum Leader at the next AGM, so if you are a budding Team Leader do let us know.

I have just come back from our area's Regional Forum. A lot of the agenda was taken up with GDPR (see below) but we were also reminded about the 'Big Idea'. There was a piece in the winter RoadSmart magazine. I have quoted the piece below and I am sure there will be more about this in the next edition, due out in May.

'WE HAVE BIG IDEAS to change attitudes. Thumbs-Up Day is our first Big Idea to raise our profile. Taking place in May, it'll be a day of courtesy on our roads. We'll be selling blue Thumbs-Up stickers and giant foam thumbs, for motorists and pedestrians to show they support a positive attitude towards politeness. We plan to raise plenty of money and engage as many of the UK's road users as we can reach. We're also hoping the event will turn into an annual phenomenon - and we would love for as many local groups as possible to get involved.'

I will keep you informed as I get more information but I hope we can be involved.

Finally, but most importantly, you may be aware that the Data Protection law is being amended from May this year. The General Data Protection Regulation ([GDPR](#)) gives more say to those whose data is held by organisations as to how they wish it to be used. It also requires organisations to review and tighten up the protection of the data they hold. We will be contacting all Members about this in due course. This communication will set out how we will use your data and require you to indicate how you wish us to communicate with you. It also gives you details of how you can see what we hold about you and how you can opt out. Please take the time to read the communication carefully and respond with your wishes.

Tony Higgs
Chairman

CSAM celebrates four National Observer assessment passes in two days!

Sheila Girling, David Stevens, Andy Wilson and Kevin Crowley all passed their National Observer assessments recently in the space of two days. This is a fantastic achievement that CSAM can be proud of - is it a record?

Stuart Haythorn examined David and Sheila on the 8th and Kevin and Andy on the 9th, but he had to cross the CSAM region from one side to the other to complete the tests.

These results have been a team effort, so a big, big thank you to everyone who has helped Sheila, David, Andy and Kevin to reach this significant milestone in their IAM RoadSmart careers.

Warm congratulations to **Bernard Timbers, Gary Smith and Phil Coleman** on passing their Masters tests, Gary and Phil with Distinction.

Members will be interested to know that **Dennis Clement** recently mentored David Mesquita-Morris, a National Observer and Vice Chairman & Chief Observer of Guildford Advanced Motorists, who also passed his Masters test with Distinction.



L to R: Bernard Timbers, Gary Smith, Dennis Clement and Phil Coleman. Picture taken following the very enjoyable Fish & Chip Cruise along the Chichester Canal on 11 May

Very well done, too, to **Derek Williams**, the first CSAM [Fellow](#) to have gained a FIRST at his test.



She was walking past the graveyard when she heard a man's voice; he was clearly in some distress, standing by a grave, wailing and crying out "Why did you have to die? How could you go? How could you do this to me?"

She thought she should offer some assistance, so she went through the gates, approached him and said "I'm so sorry - you're obviously quite distraught. Is it your wife who is buried there?"

"No", he said; "It's her first husband".

Chief Observer's Corner

Since last September, we have had 23 tests, of which 10 were F1RSTs: we continue to have great test results. Congratulations to all the Members who have passed, and to the Observers who have helped their then Associates prepare for their tests.

We have 77 Associates. Unfortunately we have 9 Associates on our waiting list: apologies to these people for the wait, and thank you for your patience.

We have a total of 31 Observers and 3 new Trainee Observers progressing through their training. 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.

Every year we have two Observer Training Days - our most recent was Saturday 14th April at Billingshurst. The day was split between discussions and our shared experiences when coaching Associates through to their tests: we took a look at the examiners' results and focused on the areas that we do least well. We discussed the Observer Training process and the requirement for continual training and development through our careers. We then all had an opportunity to show off our driving and observing skills - in teams of three we all had a chance to drive and observe on the roads around Billingshurst. The attendance was good: we had 35 on the day, including two examiners, the Chief Observer and a National Observer from Worthing, the Chairman and the Chief Observer from Guildford. And - oh yes, we were well fed and had some fun.

Four Local Observers will be taking their National Observer assessments early in May; they have been supported and advised through the process, and I hope you will join me to pass on your best wishes to all four.

The regular Northgate Sunday sessions started in March after the usual winter break. At the March session we had 6 drives; this increased to 8 for the April session. If you would like to have your driving assessed, please contact [Glenda Biggs](#) to book a session.

Phil Coleman
Chief Observer



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



Dave Harris has kindly passed on to the Editor this interesting 'follow-up' by the IAM's Neil Greig, which was published in the January 2018 issue of the Department for Transport's 'Road Safety Newsletter'. It is published with permission from the DfT.

IAM RoadSmart – two years on from our rebrand!

It's now two years since the IAM was reborn as IAM RoadSmart with a new logo and website (www.iamroadsmart.org.uk). Our market research had made it clear that 'Institute' and red triangles were something of a turn off for many drivers and riders. We had also identified that our advanced driving and riding course, with several months of preparation and a 90 minute test, was not attractive to the 'time poor', although they did recognise some skills shortcomings!

So, two years on where have we got to? Well we have moved to Welwyn Garden City from Chiswick into a brand new custom built contact centre and Head Office. We now provide short on-road modules on specific driving and riding issues, new e-learning platforms for online learning and a fun App (search IAM Road Trip in the Android or Apple Store) to give drivers and riders a taste of what we do. This means we can now offer a spectrum of products that gradually take you up towards the ultimate standard – the Advanced Test.

Alongside all these activities we have continued to raise our profile on social media channels as the go-to body for driving and riding advice. Policy and research have published reports on young driver collisions types and our annual Safety Culture Index charting the opinions of British drivers. IAM RoadSmart is also providing support to a "Road Safety Coalition" containing a cross section of road safety and motor industry bodies established to keep Great Britain at the top of the road safety league table.

This group has been working to accelerate the uptake of the latest forms of autonomous emergency braking through consumer choice and fleet procurement (public and private). It is also looking at rural road and fleet safety issues. The coalition recognises that a substantial reduction in the number of road traffic victims cannot be achieved by a single measure or by a single organisation.

Neil Greig
Director of Policy and Research



Holy Howlers

*Next Thursday there will tryouts for the choir.
They need all the help they can get.*

~

*The ladies of the Church have cast off clothing of every kind.
They may be seen in the basement on Friday afternoon.*

Membership Mumblings!

As normal the membership figures come first. Central Southern Advanced Motorists have 301 Full Members, 73 Associate Members and 1 'Friends' Member, giving a total current membership of 375. These figures are little changed since the last Newsletter but all the time people are both joining and allowing their membership to lapse.



I would like to welcome the following new Members to Central Southern Advanced Motorists: Martin Bishton, Joanna Stolecka, Ian Thomas, Andrew Coop, Ben Perkins, William Robin, William Axtell, Edmund Chang and Liam Holmes, who have joined as Associate Members, and also Peter Cook, Colin Ashton, Rowland (Ken) Saunders, Anthony Jones, Carroll Moorhouse and Ann Campbell who have 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.

As we move into Summer more events will be outside, so please watch the events page in this Newsletter and also the [events](#) pages of our website. It is here on the website that you will find any last-minute changes, so it is advised that you check here before leaving for an event: for instance last year's walking treasure hunt had to be cancelled due to bad weather.

The Summer, which I hope will be here by the time that you read this, brings the tourists, who are unfamiliar with our roads, so please be gentle with them. We are all tourists at times. The motorist in front of you who does not know where he or she is going may not be aware of the extra consideration you have given them, but your journey, and theirs, will be less stressful if you are consciously allowing for the driving errors of others. There will be times and places where you, with the benefit of local knowledge, will almost be expecting mistakes in others, especially when they are driving vehicles with non-local registrations. We need to remember that we are fortunate to be living in a part of the country which others want to visit.

Once again I would ask any Members whose contact details have changed to please send me an update using my email address below. If you found this Newsletter on the website but had not received an email telling you that the new edition was available then it could be that your email address on record has changed and the notification was sent to an old email address.

Finally Members, or drivers wishing to become Members or requiring more information, can reach me by email at membership.csamcar@iamgroups.org.uk or by 'phone on 01329 483661.

Safe Motoring.

Andy Wilson
Membership Secretary

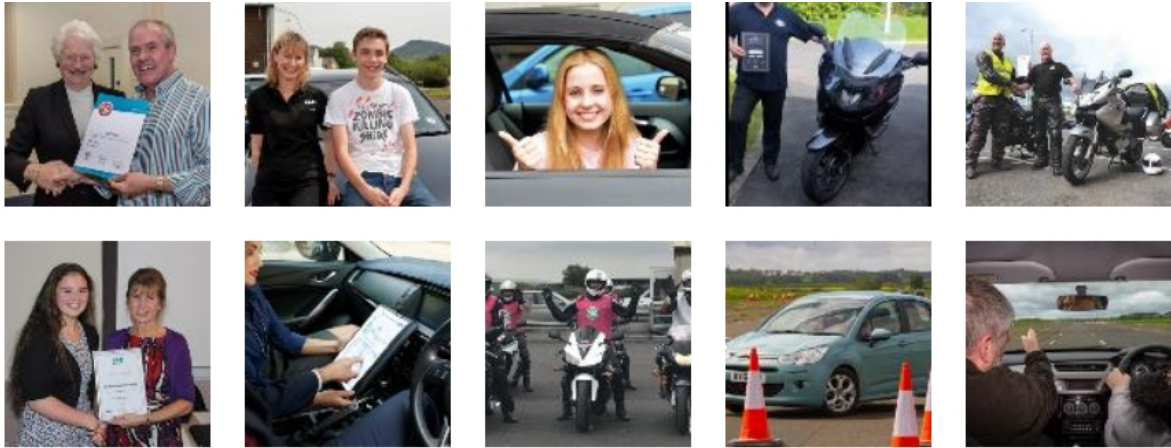
Why?

Why can't women put on mascara with their mouth closed?

Why do they sterilize the needle for lethal injections?

Why didn't Noah swat those two mosquitoes?

Interested in becoming an IAM Observer?



If you love your driving or riding then why not share your passion by becoming an IAM observer?

This is a screen clip from the IAM's website. Observing is a marvellous way of passing on to others both your passion for driving and the skills which you will learn during your Observer Training.

Read more about the benefits of becoming an Observer on the [IAM website](#). If you think it might appeal to you, please get in touch with the Chief Observer, [Phil Coleman](#).



Dennis, Tony and Gordon taking a welcome breather during a busy Sunday morning Observed Runs session in Chichester

Associates' News

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

Associate	From	Observer	Examiner
James Goodman	Horsham	Oliver Farley	Tony Richardson
Ross February	Crawley	David Stevens	Tony Richardson
Jackie Ayling	Rose Green	Sally Franks & Maurice Upton	Tony Johnson
Bradley Gayler	Crawley	Kevin Hopkins	Richard Mansfield
Sam Goddard	East Grinstead	David Stevens	Colin Thaxter



Sadly, eight Associates have either let their membership lapse or not proceeded to test.

Best wishes;

Glenda Biggs
Associate Liaison



Piazza Italia **Horsham, 30 March & 2 April**

Those involved may be wondering why no report has appeared anywhere about the Piazza Italia this year. The reason is that it was disappointing, both in the location we were given and in the weather: it rained most of the two days we were there. That said, we gave out a good number of leaflets, we were seen to be there and we obtained one new Member who also wishes to become an Observer.

It was surprising how many people were about despite the weather. There were also some amazing cars to ogle at and wonder what it would be like to drive. So it was not all bad, and I would like to thank all who populated the MDU, and especially Oliver Farley for being the lead person once again. It is tough when hard work shows few visible results.

We will review whether we do it again, but it is important that we are seen about and have the opportunity to talk to people about driving and road safety. If you have any ideas as to where we might attend, do let one of the Committee know. We now have not only the MDU but also two gazebos. We are well equipped to attend events from the equipment view-point, and I am sure we will always find those prepared to promote advanced driving and road safety.

Tony Higgs
Chairman

CYCLING BEYOND THE HIGHWAY CODE



Rules 59 to 82 in the Highway Code cover our fellow road users on unpowered double wheels. There is nothing controversial in what it says, everything is common sense and the rules are all well-meaning, sound advice. From what to wear to how to ride, from what to signal and where to park: no one could take exception.

Indeed this is a fundamental concept of the entire Highway Code (HC) and why we are looking beyond it.

The HC gives instructions and admonitions; it gives no guide to what actually happens. The same could be said, though not as strictly, for the DVSA Guide to Driving; more pictures here and better, more detailed, advice on control and knowing your car, more advice on driving and other road users, but little on the faults and flaws of every-day driving. If the public did follow the rules to the letter many deaths and injuries would be avoided, but expecting that to happen is just too pious. Most road travellers obey most of the rules most of the time - even the reckless drivers of getaway cars from bank robberies usually drive on the left. It's the occasions when the expected or the obligated doesn't happen that we have to react to.

So many of the HC rules are partially bent or half obeyed that the dividing line between tolerated excess and dangerous behaviour becomes hard to discern. More truthfully, we who are advanced drivers draw that line a lot tighter than most, and are well aware of those who, with faint scorn, deride others who stick to the rules.



In some conditions it might even be dangerous to do so. If, for example, on a busy dual carriageway everyone is moving at 55 instead of the required 50, a stickler for the limit might provoke a pile-up. We adjust to circumstances - though always with a sharp weather eye open for the chance to resume correct behaviour.

We are, hopefully, conscious of the rôle emotions play in behaviour and the extent to which idle thoughtlessness and idle habits can generate disaster. Once upon a time the phrase Road Traffic Accident - RTA - was commonly employed, and with it a vague sense that the incident was attributable to the Fates, to mere chance, and was near unavoidable. There certainly was little immediate implication of culpability, and indeed the phrase carried exonerating connotations. In these wiser times the police term every RTA a 'collision', and the neutrality of the term leaves open the avenues for blame and retribution.

That blame, and the courts' retribution, take us back to the rule book, to the literal intent of the HC and its application to incidents where it is partially followed or not at all. We are too well aware of the approximate nature of others' attention to both the rules and the road, and have to exercise sufficient restraint to recognise the vulnerable when we see them. We're going to define 'vulnerable' as anyone with an assumed greater likelihood than others to be affected by hazards or to cause a hazard themselves.

The consequences of a hazard could be anything from our swerve to their death, from a moment's irritation to permanent oblivion. And the vulnerable are not only those who are obviously in a weaker position than car drivers, it includes those aggressive louts in souped-up Astras with blackened windows and blaring music. We think of the vulnerable as the old and gentle or the young and sweet but it includes a large category of those we dislike instinctively, those who use

/continued ...

their car as an assertive statement, a declaration of youthful exuberance and violent intent, and all employed in an inappropriate context. From vulnerability to culpability can be a short step, and all too often the reckless have been so for decades and got away with it. The rest of us just sighed and moved over until that day arrived when two errors of judgement perhaps produced the collision which had been threatening for so long. It seems silly to pay with a life for such carelessness, but part of the blame lies in that the reckless driver has got into the habit and by now sees little risk in it.

Recklessness isn't confined to drivers, of course, and the cyclists - those other very vulnerable road users - are our concern here. The very word 'cyclist' puts me in mind of hoards of them, thousand upon thousand, pouring down Chinese streets about thirty years ago. Four-wheeled traffic then was in a tiny minority - a few officials in cars, a tourist bus and a half dozen military trucks. Otherwise it was a sea of cyclists. A point policeman was stationed at many crossroads and sometimes there was a cyclist standing beside him, peering anxiously about. He was the rule breaker. If someone jumped the police signal, he was obliged to dismount and stand with the points policeman until someone else also erred and the second offender took the first one's place.

Times have since moved on to a very changed and better world, but wouldn't it be poetic justice to make cyclists arrest each other to escape the consequences of carelessness?

And careless and wilful they certainly are.

Nowadays cyclists come in very different shapes to that of decades ago; true, the old-fashioned push-bike still exists and appears at times to trundle along suburban roadways. Always glance to check the likely age of these cyclists. They are not usually risk-takers - not consciously - but they can get confused and muddled by modern traffic and the sheer speed of the moving surroundings. They are quite easy to spot simply because they don't look like modern bikes at all. Dull colours and simple frames denote an old-fashioned machine, one which would not have been at all out of place in those Chinese cities so long ago.



The really flashy, highly-coloured machines belong usually to the smallest legs nowadays. Pink helmets atop shaky heads and blue ribbons on miniature handlebars adorn multiple town streets, mainly on the pavement - indeed, they are found nearly always on the pavement. Guided by an anxious parent in proximate attendance, youngsters wobble along in wavering progress and might or might not stay where they are. Beware two children cycling ahead of parent. The elder may well stray far ahead while parent hangs back to shelter the younger. The over-confident elder is a mobile hazard, both vulnerable and usually unseen.

Cycling on the pavement has become almost obligatory as the only safe route for younger cyclists, in flat denial of Rule 64 'You MUST NOT cycle on a pavement.'

Who can blame parents or child?

Roads have become so dangerous for non-motorised traffic that the pavement is the safest course. But we all know the snags of pavements. They are intended for pedestrians who won't expect a bicycle in their way. Emerging on foot from a garden, the small pedaller is invisible to the adult, just as the small child is invisible to those much more guilty users of the convenient footpath, the rider of multi-gear sports bikes at great speed. 'Great speed' here can mean anything above 15mph, because that is enough to cause serious damage to an unprotected walker struck by the

energetic cyclist. They're worst of all when weaving through town pavements avoiding traffic lights - though as road users they are bound by them (Rule 69: Obey all traffic signs) - and certainly heedless of Rule 68: 'You MUST NOT ride in a dangerous, careless or inconsiderate manner.'

These same bikers appear in two other guises: as delivery bikes for take-away food, and in sporting packs on rural roads over week-ends. The first dodge about in a flurry of activity and the second ride at a good speed strung out in long groups on sunny lanes, in light and impenetrable shade.

Motorised traffic can only overtake them on double white lines where the nearest to you is solid where it is safe and the cyclist is travelling no faster than 10 mph. Not always easy and usually with too many cycling in file, so it is essential to concentrate on the rear view mirror to ensure traffic coming up behind doesn't get a nasty shock finding you dawdling in mid-road behind vulnerable cyclists. Dabbing the brakes to flash a red warning is the least you can do.

The lesson of it all is beware the sudden change of direction, from falling off when small and wobbly, to lunging off when delivering, to blocking off the road-side in sporty teams.

The publications recite only the tidy rules.

We expect - warily - the unpredictable.

Oliver Farley
Reflector



The Editor has been pointed towards an excellent blog on the IAM website which was written by Richard Gladman (IAM RoadSmart's head of driving and riding standards) and posted on the IAM's ['News & Insights'](#) pages on 6 March this year.

8 essentials everyone needs to keep in their vehicle

- ◀ Whether it's winter or summer, there are some key items you'll need in your vehicle all year around to help you stay safe on the road. Richard Gladman, IAM RoadSmart's head of driving and riding standards, provides the eight essentials that you should always keep in your vehicle.
- ◀ It's always best to keep an ice-scraper and can of de-icer in your vehicle as the British weather is so unpredictable, and can be sunny one day and frosty the next.
- ◀ Carry an empty fuel can with you. Don't carry a full or partially full one as this is a fire hazard and if it has recently had fuel in it, flammable vapour may still be present.
- ◀ You never know when you'll need a first aid kit, so keeping one in the boot of your car is always handy for either yourself, or another road user if you're first on scene at an accident.

/continued ...

- ◀ If you've broken down on the side of the road, the last thing you want is to be cold and unable to see your way around the dark. That's why we advise drivers to always keep a torch and set of batteries in their vehicle, along with warm clothes, a blanket and a high visibility jacket. And don't forget food and drink to stop your energy levels from dropping - bottled water is a must.
- ◀ The battery on your car can go flat at any time, whether you're popping to your local fish and chip shop or picking your vehicle up from the airport carpark after a wonderful sunny holiday. Make sure you keep a set of jump leads in your car so you can start your engine with help from another driver's vehicle.
- ◀ Keep a spare pair of sturdy shoes with a good grip in your car. You'll need these to turn the wheel brace when changing a tyre, or to push your car if you've broken down, or even just to change shoes if there's a sudden weather change.
- ◀ An item that's often overlooked is the reflective warning triangle. This gives you extra security for a number of reasons such as breaking down in the dark. Put it out in accordance with the rule from the Highway code 274 which advises to "put a warning triangle on the road at least 45 metres (147 feet) behind your broken-down vehicle on the same side of the road, or use other permitted warning devices if you have them. Always take great care when placing or retrieving them, but never use them on motorways."
- ◀ A lot of us use our satnavs to travel to unfamiliar places, but what if your battery dies and you can't find the charger? Or what if it takes you the wrong way? The best thing to do is to refer back to your trusty road atlas, so don't forget to purchase an up-to-date copy every year and keep it in your car. A good rule of thumb is to take a look at your road map before you set off to get an idea of the direction you need to travel in. Find yourself a place to aim for or motorway signs to look out for.
- ◀ Last but not least your mobile phone. Switch it to silent and place it in the glove box to avoid any temptation to touch it, but it will be there ready to use when and if you need it.

Richard says: "A journey can be a pleasant experience with the right planning. But it can turn into a nightmare if circumstances change and you do not have the right tools for the job with you. Getting stranded either in suddenly changing weather conditions, breakdowns or road closures will be made more bearable if you can let people know where you are, and survive in relative comfort and safety until you can get safely where you're going."

Note: If you have friends and family who are unaware of advanced driving techniques, please share these tips with them to help them stay safe on the road.

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

Opinions and ideas expressed are those of the individual correspondents
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AN UNSEASONAL NOTE

Over the last six months I have asked all my young student drivers if they enjoyed driving at night. To my surprise, all but two said no and gave the reason that they were dazzled and very distracted by bright oncoming headlights. I was surprised, as I had thought it was just older eyes that had trouble with dazzle. Two of the young drivers said they preferred drive much faster than during the day as they would see approaching headlights early. (So driving within the range of their own headlights definitely is not a



I was surprised, as I had thought it trouble with dazzle. Two of the night driving as they felt they could see approaching within the range of their own priority for those two!)

As I write, the [United Nations Working Party on Lighting and Light Signalling](#) is looking into headlamp brightness including dazzle to the driver from oncoming vehicles but also from door mirrors and rear view mirrors where there is no anti-dazzle mechanism. The working party meets twice a year so it may be a while before regulations or technology can address the issue. Vehicles sold in the UK conform to EU standards and in turn the EU keeps in line with the [United Nations World Forum for Harmonization of Vehicle Regulations](#).

[Roadcraft](#) says that light intensity "bleaches the retinas of your eyes so that you can see nothing for some moments". If dazzled, we are advised to "look towards the nearside edge of the road and reduce speed", and even "stop if necessary until we can see properly again."

Much as I would like to put all the very bright LED headlights into "Room 101", I realise it isn't practical, and in fairness a brighter, more intense and focused headlamp does light the road ahead more effectively. Moreover, self-driving cars have various cameras and lasers which detect objects by illuminating them. By analysing the reflected light, these detectors are able to work out where objects are. Infrared sensors are especially effective at night as they don't need illumination: they detect heat and will spot any living thing, pedestrian or animal, well beyond the range of headlights. My two keen night drivers would find an infrared camera fitted to the front of their vehicle expensive but useful!



Before we all become driverless I wonder if there are any more immediate solutions. Is there a coating for the windscreen that would help in the same way many rear view mirrors have an anti-dazzle coating? Could a different in-car lighting system at night help us adapt our eyes between very dark road and very bright headlights, or could night vision goggles provide a feasible alternative? If any readers can give some guidance I am sure our [Editor](#) would be pleased to hear from you!

SEASONAL NOTE

For those planning a trip across the Channel this summer please note the French Government has announced that from 1st July the 90kmh speed limit on [single carriageway secondary roads](#) (outside urban areas) is to be cut to 80kmh. I hear the French are complaining very loudly about the cut but that Macron is standing firm and is determined to bring down the high number of road fatalities on these types of roads. I hope it works.

Sheila Girling
Approved Driving Instructor

IAM Skills Day

enjoyed by
Malk Monro



I went on the [IAM Skills Day](#) at Thruxton on 1st May and wow! - what a great day.

IAM Skills Days give you the opportunity to take your own car out on race track to explore your own and your car's potential while under one-to-one instruction from an IAM instructor in your car: every car on the circuit has an instructor in the passenger seat. It is not a track day and there is no racing. Overtaking is by invitation only: your instructor decides when you can overtake.

There were two half-day sessions; each session had 24 drivers and 12 instructors, so instructors are assigned two drivers each and go out with each driver alternately for 3, 4 or 5 laps per outing. On the afternoon session I did 23 laps, which is approximately 55 miles.

I was able to extend my IAM Surety car insurance to give me the same cover as when I'm on the road, same comprehensive cover and same excess, for a one-off additional premium of £15.

The session starts with an introduction and safety briefing indoors and allocation of drivers to instructors. This was presented by Shaun Cronin, the IAM Regional Service Delivery Manager and organiser of the event. The presentation was very clear about what can and what can't be done on the track.

There were drivers of very varied abilities and with varied objectives for the day, in a variety of cars from normal hatchbacks to large Porches and Jaguars. There was a Tesla and an Aston Martin on the morning session.

The track session started with my instructor, Graham, asking what I wanted and what I expected from the session. I have a reasonably quick car and I was clear I wanted to explore its capabilities and learn how to use them. Graham took this on board - they were different requirements to the other driver he was instructing. Throughout the session I was given encouragement to push harder to approach the car's limits, advice on where I could do better and how to correct my mistakes, what lines to take; when to hold back from other cars and when to overtake. In each three-lap drive we increased the speed and improved the technique. Three laps was enough at that concentration level, and I was glad of Graham's advice and observation of other cars.

The advantages of being on a circuit are that everything is going the same way - no oncoming traffic. There are no pedestrians, cyclists, kerbs, lampposts, signs, slippery paint, cats eyes,

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traffic islands or traffic lights. Just a beautifully smooth, pot-hole free ribbon of tarmac with no lane markings.

Thinking IPSGA, the disadvantage is there are no kerbs, lampposts or signs and that is a whole lot of **Information** missing compared to normal driving, but with a wide ribbon of tarmac and no lane markings there is much more opportunity for **Positioning**. The limit point still controls what you do. With no vehicles close behind in the braking area - the instructor in the car behind ensures that - you can brake as hard as you like and as late as you like to get the right **Speed** and see what your car can actually do. I was surprised how quickly I could reduce speed, and it was the first time I had felt the ABS activate on my car. I learnt that my car turns on its hazard lights when braking really hard - who knew? I also learnt that while separating braking and the **Gear** change - and getting both hands back on the steering wheel before steering is easy once you have mastered the technique in normal driving - it is a whole different challenge when going fast. It is great to be able to use full **Acceleration** with no safety risks and see what the car can actually do.



Not Malk!

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 don't think I had used full throttle more than briefly before. To use full throttle through the gears was fun.

There is a little extra wear and tear to the car, of course. I'm sure the mileage from my front tyres will be a bit less than it could have been. The brake pads will need slightly earlier replacement - there is brake dust everywhere. And I used nearly half a tank of fuel to do 55 miles.

Overall the IAM Skills Day was a great day out, very educational: my driving skills are improved and I understand my car's capabilities much better. I learnt that my car is much more capable than I am. I recommend it to anyone who wants to explore driving quickly and expanding their driving knowledge and skill in a safe controlled environment.

Check out the [IAM website](http://www.iamroadsmart.com/campaign-pages/end-customer-campaigns/skillsday) for details of future dates and locations -
www.iamroadsmart.com/campaign-pages/end-customer-campaigns/skillsday

Malk Monro



B R E A K I N G N E W S

Discounts to drivers under thirty at the time of passing their test extended. Such drivers will receive £50 cash back once they have passed their test.

This offer will be reviewed again next March.

Please pass the news to those you know who might benefit.

Dear Ma and Pa,

I am well. Hope you are. Tell Brother Walt and Brother Elmer the Marine Corps beats working for old man Minch by a mile. Tell them to join up quick before all of the places are filled.

I was restless at first because you get to stay in bed till nearly 6 a.m. But I am getting so I like to sleep late. Tell Walt and Elmer all you do before breakfast is smooth your cot, and shine some things. No hogs to slop, feed to itch, mash to mix, wood to split, fire to lay. Practically nothing.

Men got to shave but it is not so bad, there's warm water.

Breakfast is strong on trimmings like fruit juice, cereal, eggs, bacon, etc., but kind of weak on chops, potatoes, ham, steak, fried eggplant, pie and other regular food, but tell Walt and Elmer you can always sit by the two city boys that live on coffee. Their food, plus yours, holds you until noon when you get fed again. It's no wonder these city boys can't walk much.

We go on 'route marches,' which the platoon sergeant says are long walks to harden us. If he thinks so, it's not my place to tell him different. A 'route march' is about as far as to our mailbox at home. Then the city guys get sore feet and we all ride back in trucks.

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Shirley Stanton, who passed her Advanced Driving Test on 23 November 2017 receiving her certificate from Tony Higgs



Paul February (Ross) receiving his ADT certificate from Katy Bourne, Sussex PCC, at the Eastern Forum event on 17 April 2018



Holy Howlers

For those of you who have children and don't know it, we run a crèche downstairs.

~

Eight new choir robes are currently needed due to the addition of several new members and to the deterioration of some older ones.

Malk has also sent [this link](#) to a BBC news item, with the following comments:

Amazingly lucky motorcyclist!

The key message is: just because the lights have turned green it doesn't mean you have a clear road. Always look both ways and be sure the traffic has stopped/is stopping. This wasn't the bikers fault, but he could have avoided it.

The second obvious message is - be very careful how and when you use a mobile phone when driving. It must be hands free and must be a brief uncomplicated conversation. If it is more than that, tell them you will call them back and find a safe place to stop, like a layby or service area.

Mrs Malaprop lives on

A man's home is his castle, in a manor of speaking ...
Dijon vu - the same mustard as before.
Practice safe eating - always use condiments.
Shotgun wedding - a case of wife or death.
A man needs a mistress just to break the monogamy.
A hangover is the wrath of grapes.
Does the name Pavlov ring a bell?
Condoms should be used on every conceivable occasion.
Reading while sunbathing makes you well red.
Acupuncture is a jab well done.

More next time!



PLEASE NOTE

The deadline for contributions to the next Newsletter is **Tuesday 31 July 2018**



Boy-friend, holding out oversized plant: "Darling, I'm afraid the florist has made a mistake and sent you this very large Brazilian Fern instead of the anemones I ordered."

Girl-friend: "Don't worry, darling. It's lovely, and with fronds like these, who needs anemones?"

Most cars in South Africa are white

For those of you who are new to the Group you may not know that, as the erstwhile Chairman, I had a habit of referring, in the Newsletter, to situations that arose on my holidays. So guess what, I have been away again and this time to South Africa. Eleven hours forty-five minutes non-stop, but fortunately overnight so much of the time was spent trying to sleep. The big question was, being south of the equator, does water go down the plug hole the other way round? I still don't know, as I failed to check - so the only solution is to do another long haul next year to find out.

So, how do you find your white hire car when well over half of the cars on the roads in South Africa are white (I wonder if Henry Ford ever lived in South Africa)? The hire company gave us a bay number



to find the car, which was very helpful. There was an employee there to meet us and help force the numerous cases into the boot: Joey doesn't travel light. Tipping is de rigueur in South Africa, so another dip into the pocket, the buggy driver from Arrivals to Europcar being the first. In South Africa you drive on the left, so that was fine. We had a Toyota Corolla Quest, manual, which was comfortable although a little short of top-end torque, but you soon get used to that. However, what does take a long time to get used to is having the indicator stalk and the wiper stalk the wrong way round. For following traffic they often had no idea where I was going and they were probably wondering why the wipers were active at 35°C,

particularly as South Africa was suffering an unprecedented extended drought and rain was not on the agenda.

In hotels or guest houses no baths were allowed and there were buckets in showers to collect any water for secondary use; thankfully, plants are not averse to having shampoo in their water during a drought. One guest house even had a laminated list of fines in the room applicable to water offenders, and we were often told that if the rains continue to fail there will be long daily cut-offs from 1st April in Cape Town: it was serious. A trifle different from what we experienced when we returned and the Beast from the East arrived hot on our tails. 40°C in South Africa one day down to minus 6°C in Barnham ... brrrr!



Did we enjoy the holiday? You bet! On safari we saw four of the big five; everybody says leopards are there but just try finding them. We saw fresh footprints in the dust in the morning and that was the nearest we got: they are tucked up in bed in daylight hours. Yes, there is a penguin colony resident on the Cape of Good Hope nesting, and doing what penguins do, quite happily in the hot sun.

Warning - if you are a vegetarian don't read the rest of this paragraph. Ostrich, springbok and oryx are delicious, with springbok carpaccio being a first for me, lovely. All are excellent game meat cooked medium, nice and pink, ideal.

/continued ...

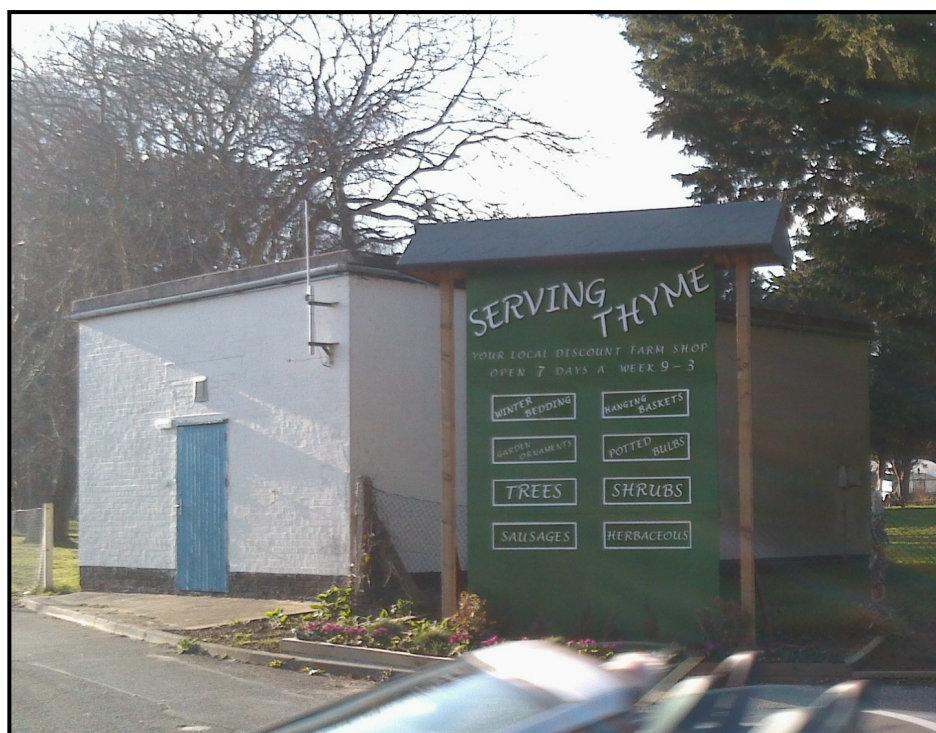
CENTRAL SOUTHERN ADVANCED MOTORISTS

Everybody in South Africa was very friendly. Although apartheid is long gone there is still a cultural divide which will take years to equalise; but there was real evidence of progress being made - it is still going to take a long time though. Whilst we were there the new Prime Minister, Cyril Ramaposa, was elected, which was well received by all and everybody was being more optimistic about the future; but let's not forget he is a politician.



So, how do you find your white hire car in South Africa when well over half of the cars are white? Well it is very simple. All South Africans park nose to the kerb and reverse out whilst, of course, being an advanced driver, I reverse into the bay. It worked all the time and I gave the correct car back to Europcar ... I think!

Dennis Clement
CSAM President



I wonder if Members can guess near what type of establishment run on behalf of Her Majesty this café (run by the residents) might be found

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](#).

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>



/continued from page 19

The sergeant is like a school teacher. He nags a lot. The Captain is like the school board. Majors and colonels just ride around and frown. They don't bother you none.

This next will kill Walt and Elmer with laughing. I keep getting medals for shooting. I don't know why. The bulls-eye is near as big as a chipmunk head and don't move, and it ain't shooting at you like the Higgett boys at home. All you got to do is lie there all comfortable and hit it. You don't even load your own cartridges. They come in boxes.

Then we have what they call hand-to-hand combat training. You get to wrestle with them city boys. I have to be real careful though, they break real easy. It ain't like fighting with that ole bull at home. I'm about the best they got in this except for that Tug Jordan from over in Silver Lake. I only beat him once. He joined up the same time as me, but I'm only 5'6" and 130 pounds and he's 6'8" and near 300 pounds dry.

Be sure to tell Walt and Elmer to hurry and join before other fellers get onto this setup and come stampeding in.

Your loving daughter,

Alice



The editor was on the sea front in Bournemouth on 5 May and was interested to see a team from the RAF clearly on a recruitment exercise. There was a massive trailer emblazoned "Red Arrows", which had on the back a flight simulator. Click on [this link](#) to see a very short clip of it in action: imagine you are inside the capsule and think about how your stomach might have stood up to five minutes or so of it! Very sadly the editor didn't have time to have a go ...



Two further gems from Malk. He didn't divulge where they were taken ...

CSAM Events during the Spring

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!



Presentation on Electric Cars, 13 February

Chris Skerry's 'repeat performance' (of the talk on which he gave to the Eastern Forum in December) was fascinating and illuminating. He is an excellent speaker and a good ambassador for electric vehicles - particularly the Tesla, one of which he had brought with him. Read Oliver Farley's excellent article [here](#).



Trust me - I'm an Engineer, 13 March

Another repeat of an Eastern Forum event: Douglas Wragg this time treated the Western Forum to his very interesting talk about forensic 'dissection' of road collisions and other incidents. The Editor is still coming to terms with some of the engineering concepts Douglas described, but it was a fascinating and gripping talk.



Piazza Italia, 30 March & 2 April

Please see the Chairman's report of the event on page 13



From Dream to Steam, 10 April

Another very engaging talk from Mike Curtis, this time about the A1 Trust - the design, building and naming of the Peppercorn class A1 No. 60163, Tornado (the Trust's first entirely new engine) and the new Gresley class P2 No. 2007, 'Prince of Wales'. Wonderful, stirring stuff!



A visit from Katy Bourne, Sussex Police and Crime Commissioner, 17 April 2018

A packed meeting room heard from Ms Bourne the history and remit of Police & Crime Commissioners and plans for the development of the post. Read Oliver Farley's full report of the evening [here](#).



Messing about on the river - or, in this case, the Chichester Ship Canal: CSAM Fish 'n' Chip trip, 11 May 2018

An immensely enjoyable - and relaxing - trip along part of the Chichester Canal. Read more about it [here](#).