

CENTRAL SOUTHERN ADVANCED MOTORISTS

www.iamroadsmart.com/groups/centralsouthern

NEWSLETTER WINTER 2016

iam
RoadSmart

Official Provider

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From the Editor

It's been quite an eventful few months since the last Newsletter was published: some wonderful weather (eventually!), quite a few changes on the national and international scene and, more locally, several very enjoyable CSAM events, including last month's AGM.



I hope you will enjoy reading the articles and reports in this issue. As always, I am very grateful to all the contributors, and special thanks to Barry Marchant for his article on cruise control - a closed book to me with my no-frills Fiesta, but nevertheless very interesting reading. Technology-wise, I'm waiting for the fail-safe driverless car, though I fear that by the time this arrives I shall long have been kicking up the daisies ...

Keep an eye on our [website](#), especially before you set out for an event, just in case any details have had to be changed. You will see that some of next year's events have yet to be finalised, but at least you can get the dates in your diary now.

Best wishes;

Tina

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Forthcoming CSAM Events

Below is a consolidated list of planned events throughout the CSAM area. 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). Please click on the links to find maps showing approximate location of venues.

Please also see the note from Jean Clark, Team Leader of the Eastern Forum, on page 11.

CSAM Diary

- | | |
|---|---|
| Thur 24 Nov
7.00 pm
BC | CSAM Committee Meeting - all welcome (NB amended date) |
| Sun 11 Dec
9.30 am - noon
NCP , Chichester | Free Observed Runs with one of our highly qualified Observers for Associates and members of the public. Full Members are also encouraged to book a refresher drive. Contact Glenda Biggs or Gary Smith . |
| Tues 10 Jan
7.45 for 8.00 pm
PCC | CSAM Quiz Night. Another opportunity to show just how much you do (or don't) know about whatever topics our Quizmaster (Bernard) chooses. Despite the picture on the front cover of this Newsletter, it is always a really good evening! Do come along ... |
| Thur 19 Jan
7.00 pm
BC | CSAM Committee Meeting - all welcome |
| Tues 24 Jan
7.30 for 7.45 pm
MH , Burgess Hill | "Trust Me - I'm an Engineer" : a talk by Douglas Wragg , Road Transport Consultant Engineer. Diagnosis and investigation of cases, both motor and non-motor related, plus the mechanics and correction of a skid. |
| Tues 14 Feb
7.45 for 8.00 pm
PCC | Western Forum event: details to follow |
| Tues 14 Mar
7.45 for 8.00 pm
PCC | Western Forum event: details to follow |
| Thur 16 March
7.00 pm
BC | CSAM Committee Meeting - all welcome |

/continued ...

CENTRAL SOUTHERN ADVANCED MOTORISTS

Tues 21 March
7.30 for 7.45 pm
[MH](#), Burgess Hill

Talk by Squadron Leader Bill Ragg (rtd) on the RAF transport fleet (Hercules) and transport of vehicles, airland and air dropped

Tues 11 April
7.45 for 8.00 pm
[PCC](#)

Our annual **Desktop Rally**: further details to follow

Tues 9 May
7.45 for 8.00 pm
[PCC](#)

Western Forum event: details to follow

Tues 16 May
7.30 for 7.45 pm
[MH](#), Burgess Hill

"The Life and Times of a Motoring Journalist: The history of motor sport in one evening!" - talk by **Graham Bengé**

Thur 18 May
7.00 pm
[BC](#)

CSAM Committee Meeting - all welcome

Tues 13 June
7.45 for 8.00 pm
[PCC](#)

Western Forum event: details to follow

Tues 11 July
7.45 for 8.00 pm
[PCC](#)

Western Forum event: details to follow

Tues 18 July
7.30 for 7.45 pm
[MH](#), Burgess Hill

Eastern Forum event: speaker details to follow

Tues 12 Sept
7.45 for 8.00 pm
[PCC](#)

Western Forum event: details to follow

Tues 19 Sept
7.30 for 7.45 pm
[MH](#), Burgess Hill

"Powering the Future" - a talk on engines to be given by **Jean-Pierre Pirault**

CP: Car Park

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

MH: [HAMSVA Offices](#), Martlet Heights, 4th floor, 49 The Martlets, Burgess Hill, RH15 9NP
(opposite Iceland food store)

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

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

From the Chairman



More often than not I start off by referring to something that happened whilst I was on holiday, and since the last Newsletter I have been to France - but it was uneventful on the motoring front so no story. However, the last few weeks have been very busy for the Group. We had the AGM on 11th October which saw Jean Clark, Malk Monro and Lynette Woodward leaving the Committee and Tony Higgs and Duncan Ford joining, and hopefully we will shortly have a replacement for Lynette. A big thank you to Jean, Malk and Lynette for everything you have done, and a big welcome to Tony and Duncan. Transitional work is taking place very quickly to ensure that we continue to provide you with, we like to think, an efficient organisation, but of course I am biased there!

The speaker at the AGM was Eloise Peabody-Rolf, IAM RoadSmart's Young Driver Ambassador. Eloise talked about the Under 17 Car Club and gave an excellent, thought provoking presentation which is reported on elsewhere in this Newsletter and was also reported in the News section of the website, www.iamroadsmart.com/groups/centralsouthern/news. Please keep going to the website for all news updates and to see what events have been organised. A large number of events across the patch have been organised for the next twelve months and you will need to keep an eye on the website for full details as some are still in their early planning stage. Tina also puts an Events-only page on the [Newsletters](#) page of the website after each Newsletter has been produced, for easy access and/or printing off for regular reference.

At the AGM a question was raised about how we proposed spending the surplus funds that we have for the betterment of driving. It is a subject raised at most Committee Meetings and whilst we have a "young drivers offer" available which is being expanded (see page 12) we would welcome your ideas regarding further initiatives. You don't have to worry about all the specific detail of an idea - it is the ideas that we want, even if you think they might be a bit off the wall. Please let any of the Committee know if you see ways of furthering our aims and we will certainly give them full consideration.

As you know, IAM RoadSmart is on the move from Chiswick to Welwyn Garden City and this is taking place as you read this. It is anticipated that the exercise will be completed by mid/late November. For some years we have referred to our colleagues at IAM as "Chiswick", so what do we do now: Welwyn Garden City, Albany Place, Head Quarters, IAM RoadSmart? From now on could we always refer to them as IAM RoadSmart when we are talking on a collective basis. This will give everybody clear guidance as to what we are talking about rather than being vague with words like Chiswick or Welwyn Garden City. We know what Welwyn Garden City means but nobody else does, so let's not use it: it's IAM RoadSmart from now on.

The restructuring of IAM RoadSmart continues and Shaun Cronin has been appointed as Regional Service Delivery Team Manager (Southern). Under him he will have a small team of Area Service Delivery Managers whose jobs are being advertised at the moment. Shaun's region is large, broadly taking in the old Regions 1-4 which is everything south of a wavy line from Barmouth in West Wales to Skegness in Lincolnshire. Shaun will be an important link for us with IAM RoadSmart.

/continued ...

The Regional Manager for the north has a patch which covers everything north of this wavy line, including Scotland and Northern Ireland.

Since the disbanding of the National Representative Group (NRG) at the end of last year, two new Regional Strategy Groups (RSG) have been formed mirroring the above mentioned regions. The RSGs will be more focused and will, I believe, be better placed to meet the needs of the IAM over coming years. I have been selected to be a member of the Southern RSG and will attend its inaugural meeting on 3rd December at IAM RoadSmart's new premises. Only two members of the old NRG were selected (one in the north and me in the south) so it will be a new team. I will keep you apprised of developments in forthcoming Newsletters.

So, no story at the beginning about a holiday, meaning I am now struggling with an informal end - although, having said that, my concluding comments in the last Newsletter were rather sober: don't forget the shoulder check. I recently went to see *The Mousetrap*, by Agatha Christie, in London. It the world's longest continuously-running stage play, and it was excellent. Well, I know who done it but do you? It could have been Mollie Ralston, Giles Ralston, Christopher Wren, Mrs Boyle, Major Metcalfe, Miss Casewell, Mr Paravicini or Detective Sergeant Trotter; that's the full list of characters in order of appearance. I like to think I am quite good at observing but I did miss a clue or two on route (that's the motoring connection) and I got it all completely wrong. However, the answer is somewhere in the Newsletter. *The Mousetrap* is, after all, a mystery!

Drive carefully.

Dennis
Chairman

From the *Spectator's* money blog, 4 November:

Speeding does increase accident rates, according to insurers *Insure the Box*

Drivers who spend 20 per cent of the time over the speed limit almost double their risk of an accident, according to new analysis from *Insure The Box*. Those who assume a little speeding can do no harm may be shocked to learn that going over the speed limit 10 per cent of the time increases their risk of an accident by more than 42 per cent.

Smoothness of driving is also a key factor in accident risks as the analysis from *Insure The Box* reveals. Drivers who have erratic driving behaviour such as swerving, speeding and habitually slamming on the brakes are far more likely to end up having a crash.

Many thanks to Duncan, our Treasurer, for spotting this and for passing it on. Ed.

Chief Observer's Corner



We have a total of 37 Observers, 11 National Observers, 17 Local Observers, and 9 Trainee Observers. I'm pleased to report that some of our Trainee Observers have passed their Local Observer assessments. All Observers continue to further their skills and qualifications.

We have just held a very successful Observers' training day in Lancing, with over 30 Observers and IAM Examiners in attendance. Everyone had an enjoyable day learning and developing skills. If anyone is interested in coming along to see what goes on then please get in touch with me. The next training day is due in April 2017.

Gary Smith

Chief Observer

iAM From IAM RoadSmart's Weekly News
RoadSmart Issue 114: 16 November 2016

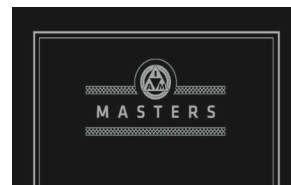
The risk of using mobile 'phones while driving has been very prominent in the media recently, following the tragic quadruple fatality cause by an HGV driver using a 'phone at the wheel.

From this point forward our insurer, IAM Surety, will be unable to offer our exclusive 'members only' insurance scheme to any members who obtain points for using a 'phone while driving.

This will be a permanent exclusion.



Members will be interested to know that two National Observers from the Guildford & District Group of Advanced Motorists, Dmitri Savin and John Holcroft, recently gained their Masters certificate. It is usual for Masters candidates to be mentored by a member from another Group: on this occasion Dennis Clement was the Mentor.



The Examiner for both candidates was Shaun Cronin, and John Holcroft gained a distinction. Congratulations from all at CSAM to both candidates - and of course to Dennis.

Membership Mumbblings!

Membership figures are as follows: Central Southern Advanced Motorists have 307 Full Members, 68 Associate Members and 1 'Friend' Member, giving a total current membership of 376. We have lost 8 Members since the last Newsletter, as 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: Gary Wigzell, Olivia Pembrey, Anne Elliott, Joshua Wilkinson, Jonathan Marchant, Poppy Morrissey, Tim Van Riel, Josh Johnson, Andrew Ballantyne, Rose Abram, Jack Ferrell and Tristan Oliver, who have joined as Associate Members since the last Newsletter's editorial deadline. Eloise Peabody-Rolf, who is IAM RoadSmart's Young Driver Ambassador, has also joined Central Southern Advanced Motorists as a Full Member. Those who attended the AGM will remember Eloise's presentation on the Under 17 Car Club. I look forward to meeting all the new Members at the various events the Group will be holding.

Christmas will be almost with us by the time that you read this. How about an Advanced Driving Course as a present for those you care about? It is important to know whether the intended recipient would welcome such a gift. In the eighteen years that I have been Membership Secretary, first for Chichester Group then CSAM, I have seen well intended gifts wasted when the person receiving the gift was not so keen, but where the gift would be welcome it is a great present, a life-time of greater safety on the roads. There may be a special bonus in it for you, if those you care about and gift a course to also drive your car or share your insurance.

With shorter hours of daylight and longer nights, coupled with more people on the roads, working, shopping or partying, Christmas is potentially a more dangerous period for all road users. So I will wish you all a Happy and Safe Christmas.

In closing I would ask any Members whose contact details have changed to please send me an update using my email address below.

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, Monday to Friday evenings after 17:30 or please try any time at weekends. There is an answerphone for when I am not in.

Safe Motoring.

Andy Wilson
Membership Secretary

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 IAM RoadSmart

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Associates' News



There have been six successful tests taken since the Autumn Newsletter, two with a F1RST.

Associate	From	Observer	Examiner
Gary Smith	Rose Green	Bernard Timbers	Chris Stone
Richard Hall	Sidlesham	Gordon Egerton	Tony Johnson
Graham Fisher	Chichester	Gordon Egerton	Colin Thaxter
* Cliff Rush	Aldwick	Gary Smith	Colin Thaxter
Katherine Khoo	Billingshurst	Alan Burt	Paul Prior
* Simon Coates	Nutbourne	Phil Coleman	Colin Thaxter

* Cliff Rush and Simon Coates both passed with a F1RST

I am not very good with making changes, and have found the re-branding quite a challenge. Now that the paperwork is virtually complete, I am pleased to be able to report that I think it is a change for the better. The paperwork is slicker, and looks more up to date. The Observers' updated uniforms look very good too. We now have a modern 'Congratulations' card which we send out to each Member who has passed their Advanced Driving Test, along with a window sticker to let people know that they are an Advanced Driver.

Thanks to our Observers who keep me informed and updated on the progress of their Associates.

Glenda Biggs

Associate Liaison



Malk points out that it's not often one sees a C road signposted

The Treasurer asks Members and Friends of CSAM who are able to Gift Aid their subscriptions or donations kindly to return the 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 further copy of the form, please get in touch with Duncan on 07920 534475 or email treasurer.csamcar@iamgroups.org.uk



A message from Jean Clark, Team Leader & Events Co-Ordinator, Eastern Forum

As our formal Eastern Forum is less than a year old, 2017 will be the first full year of meetings catering especially for those Members living in the Eastern sector of CSAM's region. Having said that, all our meetings are, of course, open to all Members and guests, wherever they live, and we look forward to seeing many new Members as well as our regular attendees.

From past experience, I have found that not everyone wants to hear a talk about motoring - strange as that might seem to some people - so we are endeavouring to explore topics which will provide an eclectic, enjoyable experience. If anyone has any suggestions, or knows someone who is willing to give a presentation, please get in touch - better still, come along to one of our Eastern Forum get-togethers where we can have a convivial discussion over a cup of coffee.

JC

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

Cards of the past: signs of the times

The Editor regrets that in the Autumn Newsletter the following very important paragraph was omitted from Oliver Farley's article about John Chisholm's talk on 21 June:

"But we must also express sincere thanks to Jean Clark for arranging the evening and toiling away unstintingly behind the scenes to make it all the success it certainly was."

NEWS FLASH

YOUNG DRIVERS offer EXTENDED!

Your children, grandchildren and young friends are very important to you, and CSAM is pleased to be able to offer

50% off

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

CSAM is very pleased to be able to extend its offer of up to twenty cut-price [IAM RoadSmart Advanced Driving Courses](#) packages to

Members' friends and family living in the CSAM area who are sponsored by one of the Group's Full Members

The CSAM member 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

DON'T TRY THIS AT HOME!

Some Members will no doubt already have seen this YouTube clip, but some may not and it is amazing.

You'll probably have to sit through an advertisement before it starts, but it's worth it!

[Tightest parallel parking in reverse](#)

Getting to grips with tyres!

Talk given on Tuesday 13 September

by Nick Elverson, formerly of Roadwheel Tyre & Exhaust Ltd

Hindsight is a wonderful thing, so they say. After this event, I realised that the title of our talk sound rather dull compared with the really lively and interesting talk given by Nick Elverson. Nick brought with him samples of low profile, cross-ply and radial tyres and regaled us with experiences of the different types of tyre 'failures' - some early 'run flat' tyres and others which were removed speedily from the market!



Nick is to be congratulated on his great knowledge of everything to do with tyres. He started in the industry in 1976 and retired only recently. He made tyres sound exciting, and explained how they are made and eventually disposed of, some through recycling. I now know how to check the month and year when the tyres on my car were produced and the maximum speed for which they are designed.



When a new car is at an early stage of development, a car manufacturer will specify to tyre manufacturers the tyres they want as 'original equipment'. The specification will be determined by, among other things, the weight of the car and the speeds which could be attained. As the owner of several vintage cars Nick explained the difficulties which might also be experienced in purchasing new tyres for them.

We now know about radials and cross-ply and why it is impossible to repair some tyres due to, for example, whereabouts it has been penetrated by a nail. I thought the large tyre (for Porsches) looked 'wonky' but now know that it is asymmetric by design, and why. If you want to know more, look out for Nick Elverson!

We had some good laughs, particularly when Nick described the old tyres which did not disperse water but instead left a clearly marked line down the road which the car behind could follow!

If you have the chance to hear Nick Elverson talk, please do so: he makes the evening very interesting with his great knowledge and humour.

Glenda Biggs

Lovers of the Mini (though perhaps not those who are serious music-lovers) may like to watch this YouTube video, which was obviously produced before the London Olympics but is still fun.

[All stand please for the MINI horn section](#)

Brief report of the IAM RoadSmart National Conference held on 22 October at Aston University



After a 5.30am start, Dennis, Gary and I took part in an informative and encouraging conference which was opened by the Chairman Ken Keir OBE and the Chief Executive Sarah Sillars OBE. Some of the points made by them and in the five workshops we each attended are noted below. Contact us if you would like discuss any of the points. **Tony**

Conference Opening:

- IAM RoadSmart aiming to become a better charity.
- IAM RoadSmart is again involved in advising the government on road safety.
- Road accidents cost £6billion a year with young people causing most cost.
- Do things differently to attract young people but have strategies for all ages.
- We must seek to promote our message among business, developing a commercial approach.
- Let us de-stress driving and riding and make it fun and enjoyable.
- Technology has moved a long way in 60 years and it is bound to develop further in the next 60 years.
- Awards were presented: **Group** 1st: East Sussex, 2nd: Newcastle, 3rd joint: Worcester and Belfast. **Newsletter**: Bristol. **Social Media**: Shropshire.

Strategy Update:

- Much happened in last 12 months: rebranding, new website, standards update which has attracted 95% positive feedback.
- New vision for **IAM RoadSmart to be the best and most recognised provider of training and advice for all post licence drivers and riders.**
- IAM RoadSmart is to provide driving and riding tips in the Sun newspaper.
- IAM RoadSmart is looking for an annual event which will galvanise us all. Any ideas?

Insurance:

- IAM Surety looking at claims trends among IAM RoadSmart Members with the aim to give better value insurance to Members.
- Claims rise among Members 5 years after taking test.
- New membership category of **Fellowship**. Launched at conference. Open to all Members who are prepared to be tested every 3 years. Package of advantages, breakdown and legal cover. Cost £49 per year including test. See IAM RoadSmart web site. Those tested in last three years can swop.

Attracting Young Drivers:

- We must work with what interests young people, that is Social Media.
- Make the experience fun, and stress the enjoyment not the safety angle.

Group Handbook:

- We were all given a revised Group Handbook to read and comment upon.

Policy and Research:

- Since 2011 annual road deaths have flat lined at 1730. Looking at reasons.
- IAM RoadSmart looking for ideas to promote to political parties before next election.

Tony Higgs

Vice Chairman, CSAM

Dave's Tips

Narrow Gaps



I've just returned from a great extended holiday in South America where, amongst other adventures, I travelled the road featured in Top Gear a few years ago where Clarkson and his buddies drove 'the most dangerous road in the world' in Bolivia. It's where the road is so narrow through a high mountain range that trying to pass any vehicle coming towards you risks certain death if they or you get it wrong, ending up thousands of feet below in the ravine.

Well, that got your attention didn't it - but it's a tissue of lies and the holiday destination I have recently returned from is a little bit nearer - Pevensey Bay in East Sussex, actually. I know, I know, it doesn't quite have the same ring to it, does it, especially when I add that I was engaging in the Clarkson nightmare of pulling a caravan to the site and back again?

So for those of you who've decided to continue reading this offering now that I've dashed your excitement let me just say that there is a connection, however tenuous, between the two places. You see the site we stayed at is accessed by a fairly narrow residential road subject to a 30mph limit that develops into more of a severely pot holed track that becomes National Speed Limit needing additional observational and steering skills.



On my several journeys up and down this road both by car and pedal cycle I was constantly concerned at how fast cars were being driven along it. By taking in various clues, many of these drivers were local residents who had simply got into the habit of driving at those speeds, some of which were clearly above the posted limit despite the nature of the road itself with its actual and potential dangers. These dangers included children of various ages from 3 or 4 years of age up to early teens who had been allowed by their foolish parents to be out on the road on their tricycles and bicycles. The road has a series of quite sharp bends in it,

together with vehicles parked on the road and in driveways causing severe lack of forward vision. Other vehicles were, of course, delivery vans and others who were visitors, like ourselves.

In the course of my work, I and those I work with constantly bang on about the fact that speed itself doesn't kill but it's the outcome of lack of awareness of speed choices whether within or outside the limit that can have bad consequences. I know that many who read this will be more than aware of the dangers as a result of their 'advanced' driving experience but I'm just hoping that these musings might get a wider audience and prick the conscience of other drivers who read it.

/continued ...



In the course of a week on this particular road, I can still remember two specific instances of poor speed judgement amongst quite a few others that had no other consequence than the sharp intake of breath that the writer experienced when it happened close by. But that's the problem isn't it? There will be many hundreds and thousands of such incidents every day in the country where poor judgement of space and speed has no specific consequence other than a hairy moment.

Elsewhere during the week, even my other half, without any prompting at all, expressed surprise at how fast cars seemed to travel in car parks.

On the road in question, there were many times when oncoming drivers were travelling towards me much far too fast for the space available between me and them and only braked when far too close and moved a foot or so to their left. This clearly means one of a number of things.

They assumed I had more space to give them than I actually had. Or they thought the space was big enough to get through and it was only when they got closer that they realised that they needed to slow down and steer left a bit themselves to get through the gap safely. Or, I would contend, some of the more elderly drivers may not have had the actual visual ability to see me early enough to react or to be able to make a safe judgement about how to pass me, and by the time all this came together in their head it was all too late.

I wonder how these drivers would fare if they were on that dreaded road in Bolivia. Would they still behave in the same way or would they perceive the dangers in a more positive way. Would they think "Blimey, if I get this wrong I could die or someone else could"?

Regrettably, the majority of drivers will only change their behaviour when the worst happens and we always hope, don't we, that that never becomes our own braking - sorry, breaking - point?

Mind how you go!

Dave Harris

Approved Driving Instructor/Fleet Trainer

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

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

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

A very enjoyable CSAM AGM, 11 October

Our Chairman, Dennis, very nearly succeeded in sticking to his self-imposed limit of thirty minutes to get through the "business" part of the evening.

He paid tribute to Jean Clark (Vice Chairman), Malk Monro (Treasurer) and Lynette Woodward (ICT), all of whom were standing down this year, and thanked them for their great contribution to the Group. The following were elected in their stead: Tony Higgs (Vice Chairman) and Duncan Ford (Treasurer) It is hoped to have a new ICT officer in place shortly. We then had a short coffee break, followed by several presentations.



The Ron Geering Salver was awarded to Richard Keeling as winner of the annual manoeuvring event. The Observer of the Year Trophy was presented to Phil Coleman. This trophy is awarded to the Observer who has done exceptional work during the last year guiding Associates towards their Advanced Driving Test. Cliff Rush was presented with his certificate following his F1RST pass at the Advanced Driving Test. Glenda Biggs (Associate Liaison Officer and Western Events Co-ordinator) and Tina Thurlow (Newsletter & Website Editor) were presented with a Certificate of Appreciation in respect of their 'outstanding work' over the previous year.



Following the presentations, we came to the part of the evening which we were all particularly looking forward to (sorry, Dennis): Eloise Peabody-Rolf's talk about the [Under 17 Car Club](#), of which she is a graduate. As Members will have read in the Autumn Newsletter, Eloise's family is very much involved with the Club: her mother is Chairman of the Club and a Trustee and her father (who was with her at the AGM) is an enthusiastic volunteer. We learned about the terrific opportunities which young people aged 11-17 are given to learn how to drive (in off-road locations) all manner of vehicles in all sorts of conditions, and drive well, so that when they reach seventeen and join the rest of us on the country's roads they already have an immense amount of experience, knowledge and skill.



Eloise lives locally and has recently taken up the post of IAM RoadSmart Young Driver Ambassador, for her "gap year". She gave an illustrated talk which was applauded loud and long, and we are all immensely grateful to her (and to her father) for giving up their evening to be with us. Eloise will be a huge asset to IAM RoadSmart during this coming year, and we at CSAM look forward to a long and fruitful association between ourselves and the U17CC.



Road Safety at Local Council Level

Talk to the Eastern Forum on 18 October

by Keith Baldock, Road Safety Officer, Brighton & Hove City

It's not at every meeting of our Eastern Forum that we are given goodies as well as a talk. At the conclusion of this one, Keith passed out spherical mirrors to be attached to the normal wing mirrors and thus overcome the blind spot on the nearside, so often the bane of cyclists. This struck a sore spot with me as I too well remember failing to give way to cyclists on a Continental suburban street and almost demolishing a young school girl, flaxen plaits, school bag, lunch box and all. Fortunately, I stopped in time but the near miss brought home to me that cyclists have right of way over right turning traffic in many other lands and sometimes our more indifferent attitude to the two-wheelers can be fatal. All too frequently, a turning articulated truck turns the cab sharply to make a left turn, the rear view mirrors are now ninety degrees wrong for seeing behind and the trailer portion side swipes the unwary cyclist. Such collisions very often are fatal for the unprotected cyclist. The truck driver can't see them, they are squashed against the paving or even railings, and the heavy truck rolls over them without the impact registering in the cab.

Cyclists and their road problems turned up predictably often in Keith's presentation and indeed he showed us one street scene where the railings were removed precisely because of the danger of trapping the unlucky biker. Of course it doesn't all flow one way, and we can all recall the maverick cyclist whose careless antics in mounting pavements and scooting across roads against the lights have endangered both himself and the dismayed pedestrians in his wake. It's hard to know what to think about some of this behaviour because cyclists can make the legitimate claim that cycling on the pavement, though illegal, is safer than risking their lives on the road. Yet even that near-harmless precaution can have horrible consequences; I recall a video of a toddler running out to Mum's car just in time to be struck by a hefty cyclist and dragged along for agonising yards. So, Keith told us most pertinently of a scheme to persuade cyclists to try out the other point of view and sample just how difficult it can be to spot a cyclist even when being careful and cautious. Popping a cyclist in the driver's seat of an articulated truck, or even better, that of a bendy bus, is an eye opener for many. Few understood just how big the blind spot is in these vehicles nor just how quickly the scene can change without the driver knowing. A glance in the mirror and all is clear. A careful manoeuvre, a turn to the left, a gentle forward movement ---- but the cyclist has sped into the gap between vehicle and pavement and is sorely clouted for his rashness. Bendy busses in particular have large blind spots and their length adds to their difficulties. Their advantage is that they carry so many more passengers and can negotiate tighter corners than similar long arrays but the bend in the middle, just like the separated cab of the articulated truck, temporarily blinds the driver to following cyclists on the inside. A Hi-Viz jacket helps but the main cure for these unfortunate collisions is for cyclists to realize that they add to their vulnerability through thoughtlessness.

Bendy busses have no worse an accident rate in Brighton than normal ones and the hostility to them in London appears ill-founded. Yet busses have their own problems and they play a huge role in Brighton's public transport especially as so many students use them from town to campus and back again. Better road planning has helped.

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We were introduced to the concept of floating bus stops. Momentary visions of marine life and desert island discs soon vanished when Keith told us that the simple idea is to have the bus draw up beside a road island formed of the carriageway on the right and the now curving cycle lane on the left. Pedestrians get on and off the bus at the island, gather their senses and cross the cycle lane separately. The bikers can keep going, the bus has a designated stop and the pedestrians can negotiate both safely.

We learnt more about pedestrians and their crossings:

“Why are puffin crossings rapidly replacing other crossings?”, Keith asked; “What is their advantage?”

I ventured the suggestion that puffin crossings involve cohort crossing so a group of people get across together, but that’s not the core reason. Apparently, the fact that the signal is mounted low down on the pole and at eye level on the crosser’s side of the road leads pedestrians to look along the road for traffic before venturing out, whereas with the older pelican type with the signal opposite, attention was directed to the green sanction across the road and people walked out without further checks. The approaching traffic might or might not be in the wrong but that’s no consolation when a moving vehicle hits the soft flesh of a wandering walker.

These ideas, though simple, have been cost effective and Keith showed us another which was truly as surprising as it was effective: The Lewes road arrives at an angled junction and far too frequently traffic flows failed to consider the cyclists who had to negotiate its mouth. Indeed the mouth became the jaws of danger for numerous innocents. The answer? Simply paint a red carpet to highlight the cycle lane and the colour contrast prompted motorists to look for cyclists. From six serious collisions in three years to only one in the following three, is the triumphant success of a straightforward solution. The carpet cost £600 and each accident cost at least £4,000 -- and that’s not considering the physical pain involved. One of Keith’s audience knew perfectly what this can involve. A turning car send her flying into a lamp post from an electric bicycle and young though she is, she suffers from back pain ever since. A little red paint on the road gives a priceless solution.

Not surprisingly, discussion arose about exactly how Councils decide where and when to install road safety measures. We’d all love for the right number of appropriate installations at every danger point in the county, but a realistic reflection reminds us that resources are limited and road safety is one among many claims on the public purse, a purse whose strings are pulled tighter every budget. In essence, these decisions come down to assessing the balance between these main questions:

- ▶ How many collisions are there?
- ▶ How severe are they?
- ▶ How often do they happen?
- ▶ What is the topology of the location?
- ▶ What’s the cost of a possible solution?

Keith admitted that some large, notorious problem sites simply weren’t dealt with because of cost, both financial and disruptive, while some less pressing but simpler answers were installed else-

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where. The question of recording collisions is itself a vexed one, as collisions are usually only noted if the police are called, otherwise not.

The range of options open to the Council are governed by the road traffic acts as are the agreed format of signs. As most of the country, let alone Brighton, has been well and truly examined and signed there are few opportunities for totally new installations, though as the red carpet shows, imaginative use of what's available can be remarkably influential.

"So," we asked, "What's the largest single
cause of accidents - sorry, collisions - in Brighton to-day?"
In a word: distractions.

The worst offender is the hand held mobile phone which can be more lethal than alcohol. Trials in the U.S. show that a driver is fifty percent less attentive to the road when texting than when over the alcohol limit, so we were not astonished, though we were dismayed, to learn that 45% of collisions in Brighton and Hove are attributable to illegal mobile phone use. We dully recall a driver given a long imprisonment for driving his thirty tonne truck into a family car with the family in it, killing four of them and all because the trucker was changing the music channel on his phone.

We could well have gone on even longer and all twenty of us in the audience felt we'd learnt something useful and memorable from our evening with the safety people.

We certainly expressed our thanks to echo those given by our Chairman of the night, Jean Clark, to whom we are also indebted for tirelessly arranging another very well worthwhile social for the members. We drove home reflecting on sign posts, bicycles, red carpets, expensive paint brushes and we desisted from those tempting mobile devices!

Oliver Farley



I have a friend who is a professional piper and often plays at weddings, funerals and such-like.

Recently he was engaged to play at a funeral. The church was in the Highlands, miles from anywhere, and he got hopelessly lost. However, eventually - when he was sure he was at the right spot - he just saw two men filling in the hole. Being an honourable sort of chap, he thought to himself that even though he'd missed the service the least he could do was to play during the burial.

He strode across the grass, got out the pipes and played his very best. After a couple of minutes, the two men took off their caps and stood respectfully while he played. He ended, after about thirty minutes, with 'Auld Lang Syne', during which he was aware that the men had tears streaming down their cheeks.

He put his pipes in their case and was walking away when he heard one of the men say to the other, "Do you know, I've been installing septic tanks around here for thirty years and I've never had that happen before".

From "Reflector" ...

BEYOND THE HIGHWAY CODE



There was once a series of language dictionaries which carried the interesting title, 'Beyond the Dictionary in ...' (French, German, Italian.) Rather than just translations of words, these volumes gave whole phrases or uses of terms which the student couldn't guess from a literal translation. Think of the puzzlement a foreigner might experience when he hears for the first time "Bob's your uncle"! Your father's brother? So what? The same mystery attaches to being told in German that somebody is hydrochloric acid (Salzsaeure). It means a sponger who eats anything, just as hydrochloric acid burns through anything.

The whole point is to show that language in use is a very different animal to exactitude on the page. Could we do the same for the Highway Code?

The Highway Code (H.C.) is mentioned in 'How to be a Better Driver' and in the new manuals for the Associates and Observers for advanced driving; Roadcraft acknowledges it too. Remarkably, while information is declared to be the backbone of the entire endeavour, perhaps more could be said about how to build upon the main source of information Associates have had before starting the course, the dog-eared Highway Code. The listing of road signs and the recommendations for driving practices form the foundations of learning to drive. They are in a way like learning to play piano scales. Piano scales are tedious but their mastery is a useful prequel to playing Scarlatti. Similarly, the H.C. gets the driver going but only to the point of basic competency, thereafter you're on your own.

How could we develop 'beyond the H.C.?'

I've made a start by expanding a few points from my own experience and that of others and, in particular, I've kept cautionary tales in mind from my own and others' near misses.

Cockpit Drill

We take our Associates through obvious. I've come across the white hundred yards from home, and the regularly, plus ourselves. It's a bit the checks becoming automatic and dimension to it which gives it real that airline crews turn up an hour or so which has been in the professional care of skilful maintenance engineers for hours beforehand. So why do it? The simple answer is, you. Before flying, before driving, these rituals are an effective way of separating the concerns of everyday from the familiar task in hand. Checking the warning lights, remembering the tyre pressure and the lights, can help us to both ensure the car is roadworthy and that our minds are too. Put the concerns about house, home, family and job aside and concentrate on the immediate issue. After all, it's proven to be more dangerous to drive to the airport than to fly on a plane.

... it's proven to be more dangerous to drive to the airport than to fly on a plane

POWDER, and its usefulness is fairly van which ran out of diesel a drill does remind us to check the car of a ritual and there's a danger of mechanical. There is a further purpose. I like to remind Associates before flight time and check an aircraft

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Boyle's Law and the weather forecast

From our school science days we recall that Boyle's law says the volume of a given mass of gas is inversely proportional to its pressure at constant temperature. So if we double the pressure we halve the volume. This works if the pressure is mechanically supplied and works equally well if the variation is brought about solely by variation in temperature. If a given volume of gas is heated or cooled it changes in volume. The two areas of interest to us as motorists are the volume of gas trapped in our tyres and the prevailing temperature around us. So, watch the weather forecast for sudden alterations in temperature, especially in winter months when a cold snap can blow in from Iceland and the sudden drop in temperature reduces the pressure in our tyres. In summer, of course, pressure goes the other way. Modern tyres are a huge advance on the old days of crossply and radials, and many tyres are specifically designed in conjunction with various suspensions; nevertheless, they can't deny nature or the laws of physics, so keep that weather eye open.

What Size Shoe Do You Wear?

Not everyone has a good sense of size or distance though most of us do comprehend the area of our shoe soles. The precise size of shoe you wear isn't important, the idea here is to imagine the area of a pair of shoes, what size their imprint is on the ground. Why? Because that area is a good approximation of the contact area of your tyre on the ground. You may well drive an impressive Peugeot estate or Range Rover, but even they for all their massive rubber-wear have a contact with the ground not much bigger than double one shoe sole.



Now we must stress that it's not just area which counts, it's the pressure per square centimetre which will determine adhesion to the road surface. On a warm, dry street a near bald tyre will give the best grip; introduce the smallest amount of rain and the equation changes radically. Baldness is now fatal. The minimum tread requirement is "1.6mm across the central three-quarters of the breadth of the tread and around the entire circumference". That's dangerously low, as we'd all agree, and we keep a watching brief on our tyres to be confident our tread is well above this very basic level.

Just how much work does a tyre tread have to do? Naturally that depends on circumstances, though a little calculation gives us some surprising results. Imagine there's one millimetre (0.1cm) of water standing on a road surface, how much water per kilometre do our tyres have to displace to keep a grip on the road? That's the grip for accelerating, steering and braking - indeed for every movement of the vehicle and with us inside. Our safety, our lives, depend on that grip being effective. If a tyre is 20cm wide and we travel a metre, then we can calculate as follows:

$$.1\text{cm} \times 20\text{cm} \times 100\text{cm} = 200\text{cc}$$

That's the volume of standing water a millimetre deep squeezed away by a tyre for every metre of travel. In five metres that's $200\text{cc} \times 5 = 1,000\text{cc}$, or one litre. Per kilometre that makes 200 litres of water. If we're travelling at just under the 40mph speed limit, at exactly 60kph (37.5mph), then that's a kilometre per minute and 200 litres per front tyre to be disposed of every sixty seconds.

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Do you recall being overtaken on a motorway in a downpour at faster than 75mph? We all do. That's more than 120kph and on the above calculations it means the speeding car has to squeeze away more than twice the above amount per minute, not 200 litres per tyre, but 400 litres per tyre per minute, which makes 800 for the two front tyres, and we're assuming only a millimetre of standing water.

Would you trust your tyres to do that?

When it rains don't just think twice. Think 200. Litres per tyre. Every minute. At 40mph.

Oliver Farley

(To be continued in the Spring 2017 edition)



PLEASE NOTE

*The deadline for contributions to the CSAM Spring Newsletter is **Monday 31 January 2017***



The Irish never hesitate to come to the aid of their fellow man - in this case air passengers.

Shortly after take-off on an outbound, evening Aer Lingus flight from Dublin to Boston, the lead flight attendant nervously made the following painful announcement in her lovely Irish brogue:

"Ladies and gentlemen, I'm so very sorry, but it appears that there has been a terrible mix-up by our catering service. I don't know how this has happened, but we have 103 passengers on board and unfortunately we received only 40 dinner meals. I truly apologize for this mistake and inconvenience."

When the muttering of the passengers had died down, she continued, "Anyone who is kind enough to give up their meal so that someone else can eat will receive free and unlimited drinks for the duration of our 10-hour flight."

Her next announcement came about two hours later: "If anyone is hungry, we still have 40 dinners available."

Thanks, Malk!

Let's hear it for Cruise Control

I admit it is not so easy with a manual gear box, and what follows is written assuming that the user has an automatic, but a manual box does not preclude its use by any means.

Lots of cars have cruise control – lots of us don't use it - why not?

Lots of Advanced Motorists don't use it – why not?

Sorry, I don't know the answer – but think it's a bit like people that don't like Guinness – they don't like it, and 'no' they have never tried it!

A lot say they don't like the loss of control but I don't see that. Where is the loss of control? The brakes override it and so does the accelerator (although if you do not disengage CC you need to remember that when you take your foot off the accelerator the speed of the vehicle will drop down to the previously selected cruising speed and remain at that speed – if you don't want this to happen then it is the easiest thing to disengage CC).

To overcome this, when I increase my speed using the accelerator I disengage cruise control as I first apply my foot to the accelerator to avoid any later surprises (but having said that I often use cruise control to increase my speed, so then the issue does not arise).

So let's set out the case for trying cruise control – and I don't mean just when you have to negotiate some of those interminable road works where one has to proceed at 50mph for mile upon mile with someone behind you that didn't notice the 50mph signage. Those of my friends who do use CC will only use it in these circumstances.



And there is nothing unAdvanced about using Cruise Control – in fact, I would say it is just the opposite – it sharpens the awareness of what is behind, and in front, and quite safely encourages a longer gap between your car and the vehicle ahead which leads to a more relaxing ride for both driver and passengers.

I use it all the time and it makes for a smooth, fuel efficient ride; and, with no effort on my part, always within or at the limit.

It encourages me to look well ahead and to leave a safe gap between me and the vehicle in front, with the intention of not immediately braking when Cruise Control is disengaged but rather letting the car slow itself before brake application – it is surprising how often that little bit of extra gap means that the right foot can continue resting because the brake is not needed and the speed can be picked up again with the re-application of CC. So no wasted fuel, nor brake pads, nor rubber, all of which I pay for.

It also makes for a more relaxing ride because as Alan Judd, a motoring writer, said the other day, "in modern cars it's almost impossible not to (break the limit) – in fact it probably is impossible

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unless you drive with your eyes glued to the speedo and not the road ahead". So, more relaxing because eyes on the road all the time and no fretting over whether you are under the limit and therefore upsetting the driver behind or over the limit and therefore upsetting the locals.

And on the subject of not looking at the speedo it is perfectly simple to increase (or decrease) one's speed to accommodate a new limit, still without looking at the speedo – other than to 'be sure'.

It encourages surfing in heavy slow moving traffic and therefore can have a calming effect on other traffic.

Of course, if you are always up the back of the vehicle ahead or always seeking the outside lane, with maybe a Nelson's eye to the limit, CC will not work for you – but as I suspect none of us drive like that, CC is a perfect fit to our style of safe progressive driving.

CC might add a few minutes to your journey time (because you are 'cruising' and not pressing on) but let's face it, in this country there is always a car in front so what's the point of rushing, and if 100 miles takes an extra 10 minutes is that really such a problem ... think about it.

If I want brisk acceleration CC delivers, without any wasted fuel, and will settle me at the new speed effortlessly – if you are lucky enough to have a brake function on your CC it will do the same when you quickly have to reduce speed – again with perfect application of the brakes.

Many is the time, using CC, I am convinced my behaviour has affected others' behaviour in as much as the pushy following driver (who has unintentionally lost sight of the prevailing speed limit) will realise I am travelling at the limit, up hill and down dale, and will drop back and dutifully follow, and it is not unusual, where conditions allow, for maybe half a dozen cars to be platooning in a comfort zone of being at the limit and making progress without constant speedo peering (I am working in the belief that a lot motorists want to adhere to the limit but too easily lose sight of it, and transgress when they would rather not). And they certainly can't complain that I am travelling at less than the limit which is inevitable if I rely upon my right foot to maintain a constant speed, at the limit.

Another big plus of CC is coping with some hazards. Once having adjusted my speed to accommodate the hazard I can select CC and cover the brake with my right foot whilst a steady speed is maintained – I like to think that gives me a slight edge if the worst were to happen in as much as my foot is already on (i.e. above) the brake thus reducing the time, and ground covered, before braking takes affect.

I regularly drive scores of miles, often in excess of a hundred, with very little use of the accelerator, or brake for that matter – so it's good for the knees as well!

And it works just as well driving into town with a mix of 20, 30 and 40mph limits as driving to, say, Cornwall.

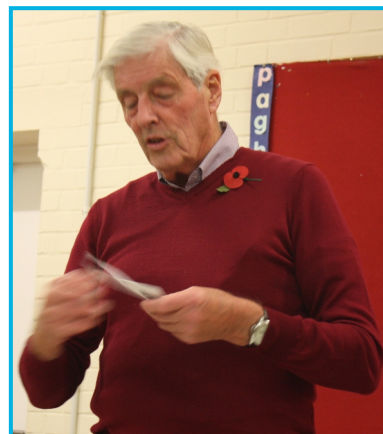
If you've not tried it, get the manual out, refresh your understanding of how it works and give it a go.

Barry Marchant



“The Mystery of the Advanced Driving Test” - revealed by Colin Thaxter, ADT Examiner, Tuesday 8 November

After introducing himself, Colin Thaxter, a local examiner, told us some of his driving history. He said that he had spent many years in the London police, during which time he had some interesting experiences. He was for some 30 years at the Met. In London. He was an Examiner in the South London Group and City Group.



Driving has changed a lot over the years. The law has stayed the same - eg. speeding still is an offence; we no longer call it `De-restricted`, but now it is `The National Speed Limit`; it is untrue that there is a 10% 'allowance' over the speed limit; the three point turn and reversing round corners is no longer used in the test; if we are driving an automatic car, we need to be able to explain how the manual option works.

Associates now produce a signed certificate, rather than producing their documents. Over 70's are required to renew their driving licence, although some do not.

Colin talked about what an Examiner would be looking for. A brisk but not fast drive is necessary, along with regular mirror checks. Explain what you are doing: it is necessary for the Examiner to know why we make certain decisions. He went on to explain the things which are already written in the books and handouts.

If the Associate has any questions, it would be a good idea to write them down before the test. It is a good idea to explain any problems beforehand, e.g. if there is a problem reaching the hand brake, or if you have a physical disability which may cause an issue with your drive. We must remember that it is after all a test, so we must expect the Examiner to be more detached than the Observer.

Colin complimented our own Group, CSAM, because we have good Observers who get their Associates up to test standard before entering them.

There was a brief discussion about the pros and cons of electric cars and the dangers of noiseless vehicles!

So overall, Examiners are doing a job, we have learnt the knowledge and techniques, so there is nothing to fear, and not to let our own nerves get the better of us.

Glenda Biggs
Associate Liaison

Congratulations to those receiving awards and certificates

If you've just passed your Advanced Driving Test and would like to see your picture in the Newsletter and on the website, just come along to a meeting to have your certificate presented!



Phil Coleman receiving the Observer of the Year Trophy



Cliff Rush receiving his FIRST Certificate from the Chairman



Carol Anderson (left) and Catherine Hargaden receiving their ADT pass certificates from Dennis Clement, CSAM Chairman



Glenda Biggs (left) and Tina Thurlow receiving Certificates of Appreciation from Dennis Clement





Graham Fisher (left) and Richard Hall with their Observer, Gordon Egerton

Who done it?
Sorry, but I'm sworn to secrecy!



Malk, vigilant as ever, has found some very interesting YouTube videos.

You may have to sit through an ad before the clip starts, but they're all worth it.

[Blue light training, with commentary](#)

<https://www.youtube.com/watch?v=MRmiaQqWt7Y>

[Maintenance on a 1500' TV tower](#)

<https://www.youtube.com/embed/f1BgzIZRfT8?rel=0>

And you think you've got a difficult job!

No need to buy a copy of the Highway Code: you can download it as a pdf, mobile app or audio book, or just read it here:

[Highway Code](#)

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



A winding road in Down County, USA

Down Memory Lane

"Mighty oaks from little acorns grow"



Gary Smith (24), of Woodgate Park, Woodgate, has qualified for the final of the Sussex Young Driver, 1982, competition, to be held on Brighton seafront on Sunday. The competition is open to all drivers holding a full car licence and will be under the age of 25 years on the day of the final. The event is organized by the Sussex Group of the Institute of Advanced Motorists, in conjunction with Sussex Police. Gary, who is a field computer engineer, was invited to take part in the final after becoming the overall winner of the Chichester heat.

From the Chichester Observer
Thursday 3rd June 1982



From IAM RoadSmart's Weekly News

Issue 114: 16 November 2016

Christmas gift vouchers available with 10% off

Our Advanced Driver and Rider Course gift vouchers are now available with 10% off. They are valid for up to 12 months.

The process is very simple: our vouchers are sent to the purchaser so a personal greeting can be added to them.

The voucher pack is presented in a beautiful blue ribbon design envelope. To purchase the perfect Christmas gift click [here](#).





Wine is now cheaper than petrol.
Drink - don't drive.



A meal without wine
is called breakfast.



Wine improves with age.
The older I get, the more I like it.



People say that drinking milk makes you stronger.
Drink five glasses of milk and try to move a wall.
Still no good?

Now drink five glasses of wine.
The wall moves all by itself.



The secret of enjoying wine:
1. Open the bottle and allow it to breathe.
2. If it doesn't look as if it's breathing, give it mouth to mouth.



In wine there is Wisdom.
In beer there is Freedom.
In water there is Bacteria.



I tried cooking supper with wine tonight. It didn't go well.
After five glasses I forgot why I was even in the kitchen.

Double Booked - can you help?

A friend of mine has two tickets for the Formula 1 final race of the season - the Abu Dhabi Grand Prix - at the Yas Marina circuit on the weekend of 25-27 November. They are box seats and include flights, hospitality and hotel accommodation. He didn't realise when he bought them that this is the same day as his wedding.

If you're interested and want to go instead of him, it's at St John's Church, Worcester, at 2.15 pm on the 26th. Her name is Janet. She'll be the one in the white dress.

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](#).