

CENTRAL SOUTHERN ADVANCED MOTORISTS

www.iamroadsmart.com/groups/centralsouthern

NEWSLETTER SPRING 2018

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RoadSmart

Official Provider

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From the Editor

Greetings, fellow Members. It is good to see the daffodils are growing strongly in readiness to delight us all as soon as Spring arrives. The birds, too, are scratching around in our gutters, preparing to build their nests - a mixed blessing, but it would be churlish to resent their cheerful chirping as they announce that Winter is over ... as long as they've got it right, of course!



Very many thanks to all who have contributed reports and articles to this edition of our magazine. I'm always happy to consider new material for inclusion, so if you've enjoyed any motoring-related experiences you think others would enjoy reading about do please let me know: the usual email address - newsletter.csamcar@iamgroups.org.uk.

The Eastern and Western Forums have been busy planning a programme of events for the next quarter and beyond. Even if you can't manage it regularly, do come along occasionally - it's always good to see some new faces. Keep an eye on the [Events](#) page of the website for new events, updates etc.

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 form, if they have not already done so, in order to enable the Group to claim back from HMRC 25p on every £1 paid.

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

treasurer.csamcar@iamgroups.org.uk

Forthcoming CSAM Events

Members are advised to check the [Events](#) page of the CSAM website before setting out in case of last-minute changes.

Please click on the links to find maps showing approximate location of venues. Unless otherwise indicated, events and activities are open to all Members. Everyone is encouraged to come along and, if they wish, to bring a guest or family member(s).

CSAM Diary

Tuesday 13 February

7.45 for 8.00 pm

[PCC](#), Pagham

Electric Cars - a presentation by **Chris Skerry**: your chance to glimpse into the future - and see how we'll get there!

Sunday 11 March

9.30 am - noon

[NCP](#), Chichester

Free Observed Runs with one of our highly qualified Observers for Associates and members of the public. Full Members are also encouraged to book a refresher drive. Contact [Glenda Biggs](#) or [Phil Coleman](#).

Tuesday 13 March

7.45 for 8.00 pm

[PCC](#), Pagham

"Trust me - I'm an Engineer" - a talk by Douglas Wragg. A repeat of the enjoyable January 2017 Eastern Forum event. Douglas has spent a lifetime doing forensic examinations of the results of others' mishaps on the road for the purposes of insurance claims, giving evidence in court cases, etc. Come along and learn how it's done.

Thursday 15 March

7.00 pm

[BC](#), Billingshurst

CSAM Committee Meeting - all are welcome.

Sunday 8 April

9.30 am - noon

[NCP](#), Chichester

Free Observed Runs - see 11 March or [website](#) for details.

Tuesday 10 April

7.45 for 8.00 pm

[PCC](#), Pagham

"From Dream to Steam" - a talk by Mike Curtis. Members who attended Mike's excellent talk last March about life on a submarine will know that this is an evening not to be missed!

Saturday 14 April

9.00 am - 4.30 pm

[BC](#), Billingshurst

Group Observer Training Day. Observers will receive details separately.

Tuesday 17 April

7.30 for 7.45 pm

[BH](#), Burgess Hill

Katy Bourne, Sussex Police and Crime Commissioner. The Eastern Forum are delighted that Ms Bourne has accepted their invitation to come and speak. She is an engaging and enthusiastic speaker and this promises to be a very interesting event.

Friday 11 May

5.45 for 6.00 - 7.50 pm

Chichester Canal Basin,
[PO19 8DT](#) (approx!)

Chichester Canal Fish & Chips Cruise on "Richmond". For those who have booked only. See the [Chichester Canal website](#) for details of parking, etc.

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

Sunday 13 May
9.30 am - noon
[NCP](#), Chichester

Free Observed Runs see 11 March or [website](#) for details.

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

CSAM Committee Meeting - all are welcome.

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

Free Observed Runs see 11 March or [website](#) for details.

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 11 March or [website](#) for details.

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

CSAM Committee Meeting - all are welcome.

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

Free Observed Runs see 11 March or [website](#) for details.

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

Free Observed Runs see 11 March or [website](#) for details.

Thursday 20 September
7.00 pm
[BC](#), Billingshurst

CSAM Committee Meeting - all 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.

Sunday 14 October
9.30 am - noon
[NCP](#), Chichester

Free Observed Runs see 11 March or [website](#) for details.

Saturday 20 October
9.00 am - 4.30 pm
[BC](#), Billingshurst

Group Observer Training Day

CP: Car Park

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

BH: [HAMSVA Committee Room](#), Denman 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 pondered what to say in this piece I reflected that it was a busy time leading up to Christmas. There was attendance at the three sessions of Drive Safe Stay Alive at Chichester College and then a day organised in conjunction with IAM RoadSmart for support staff at Chichester University. How many Associates will result will be interesting to monitor, but our presence at these events is important. We know we will have two new Associates from the University, as they won Advanced Driving Courses (donated by IAM RoadSmart), as a result of their performances during the day: congratulations to Hannah Bennett and Graham Simpson, the recipients.

For my sins I ended up with a cold leading up to Christmas. Not unusual this time of year but it made me think of the 'Y' in POWDER-Y. I know we all use the 'powder' acronym, but how many of us include the 'Y' and do anything about it? I was very aware that even a cold can have a detrimental effect on driving performance. A sneeze, the need to blow your nose, affect concentration. Do you consider yourself before you take to the wheel? Do you consider any medication you may have taken, and the effect it might have on your driving?

Something else I became aware of at the University day was the number of Observers who came back and said they had recommended the drivers they observed should adjust their seating position. There is so much that can affect how a person drives and how quickly they tire or become uncomfortable while driving. What are our responsibilities, as Advanced Drivers, to assist non-Advanced Drivers improve their driving position? Is it a way in to encouraging someone to become an Associate?

As we start a New Year have you decided what your next challenge is going to be? I have decided that I will have a go at a Skills Day. The dates for these in 2018 are 1st May and 10th September at Thruxton Motor Racing Circuit. Enrolment started at the beginning of February. For you it might be to join the ranks of our Observers, offer to help with the organisation of the Group, recruit a new Associate or suggest an event at which we might set up a stall to promote better driving and sell the Advanced Driving Course. Do have a word with me or a member of the Committee if you decide to do any of these.

Another challenge you might consider is becoming a Fellowship member. This means your membership fee goes up but the fee covers the cost of your test every three years. What better way to keep yourself up to the mark with your Advanced Driving, if you decide not to train to be an Observer? A word of advice: if you decide the Fellowship is for you but you took your test a while ago, do get your driving checked out. This way we can offer some extra observed drives to bring you up to test standard again, should this be necessary, and it should avoid your failing your test. So why not book a check drive at one of our Sunday morning sessions through Glenda. This is open to any Central Southern Advanced Motorists Group member, free at any time.

Finally, the Eastern Forum have arranged for Katy Bourne, Sussex Police & Crime Commissioner, to speak at their meeting on 17th April 2018. I hope members will support all events organised either for east or west, but it would be especially good if we could have an excellent turn-out for Katy's talk. We will organise lifts for people who wish to go from the west at Western meetings, or let me know if you would like a lift. Please note that after the January meeting Eastern meetings



/continued

will move to the HAMSVAs Offices, 38 Church Road, Burgess Hill, RH15 9A. Do keep an eye on the website for changes and additions to the Group's programme of events. This is the way we can communicate with you between meetings, and gives you an opportunity to keep your diary up-to-date.

Tony Higgs
Chairman



*Gary Wigzell receiving his
Advanced Driving Test certificate
from Tony Higgs*

Why?

Why do supermarkets make the sick walk all the way to the back of the store to get their prescriptions while healthy people can buy cigarettes at the front?



Anyone for Tee?

Golfer: Do you think it's a sin to play on Sunday?

Caddy: The way you play, it's a sin on any day.

*To the optimist, the glass is half full.
To the pessimist, the glass is half empty.
To the engineer, the glass is twice as big as it needs to be.*

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](#).

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

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A little mental exercise for the over-60s

Which of the following names are you familiar with?

1. Monica Lewinsky
2. Spiro Agnew
3. Benito Mussolini
4. Adolf Hitler
5. Jorge Bergoglio
6. Alfonse Capone
7. Vladimir Putin
8. Linda Lovelace
9. Saddam Hussein
10. Tiger Woods

You had trouble with No.5, didn't you?

So you know all the liars, criminals, adulterers, murderers, thieves, ladies of questionable virtue and cheaters, but you don't know the name of the Pope?

*The ever-vigilant Malk has spotted a [YouTube clip](#) showing some spectacular *driving by a motorcyclist who seems to be in a hurry to get somewhere, apparently in Brazil. (The editor couldn't understand the commentary, but I think it's probably just as well.)*

**Well, I didn't say it was good driving.*

In fact, as Malk suggests, he's more of an organ donor than a motorcyclist

Chief Observer's Corner

This time of year tends to be a little quiet as far as Observers getting Associates through to their tests is concerned; however, since last September, which is the beginning of our reporting year, we have had 19 tests of which 10 were F1RSTs. Fifty per cent plus F1RST pass rate - a great result and considerably better than the regional average: the results demonstrate how good all the Observers are. So a big 'thank you' to all the Observers, and well done to all Associates who have now passed their test to become Full Members.



We have a total of 32 Observers, and 3 new Trainee Observers just about to start 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 next one is in April. At these events, for all Observers we provide an update of what's new from IAM RoadSmart and how CSAM will implement any new changes. Change, by the way, is something that all Observers have embraced over the last few years; they have done so with good grace, close attention to detail, rapid take-up and positive feedback: they are commended for all their understanding and effort. We always invite some visitors: at the next event we hope to have representatives from Worthing and Guildford along with our local Examiners and officials of IAM RoadSmart. The other main element of the day is practical driving sessions, where we all work on improving our driving and observing skills. The day is a good time to meet with old and new friends, to share stories and ask questions that will help our observing. Oh yes, and we try to have some fun.

I'm happy to say that my handover to Kevin Hopkins regarding my previous training rôle is complete. Kevin will be looking after all the CSAM training needs going forward, and I wish him and his team well for the future.

CSAM is actively promoting the progress from Local Observer to National Observer, with several Local Observers undergoing training for their assessments.

The regular Northgate Sunday sessions will re-start in March after the usual winter break. If you would like to have your driving assessed please contact [Glenda Biggs](#) to book a session.

Phil Coleman
Chief Observer



PLEASE NOTE

The deadline for contributions to the next Newsletter is **Monday 30 April 2018**



*What does a dyslexic, agnostic, insomniac do at night?
He stays up wondering if there really is a dog.*

CENTRAL SOUTHERN ADVANCED MOTORISTS

As readers will see on the final page, in December CSAM presented a day course at the invitation of Chichester University for members of the University's Health & Safety team.

To lighten the atmosphere, a few light-hearted 'competitions' were held after the University delegates had all completed their 'observed runs'; here are some of the pleased winners!



Winner of the parking challenge



Winner of the best driver of the day award



The delegate whose driving was judged to have most improved during the day'



Membership Mumblings!

First the membership figures. Central Southern Advanced Motorists has 304 Full Members, 80 Associate Members and 1 'Friends' Member, giving a total current membership of 385. These figures are slightly up since the last Newsletter but all the time there are people joining or allowing their membership to lapse.



I would like to welcome the following new Members to Central Southern Advanced Motorists: Norman Scutter, Bethany Wilkinson, Jackie Ayling, Anthony Field, Samantha Braddick, Christopher O'Dwyer, Rhiannon Hayes-Roberts, Claire Card, Paul Singer, Jonathan Curd, Colin Young, Daniel Young, John Henry, Richard Hearnden, Derek Riches, Maurice Woolgar, Martin Secrett, James Smith-Wright and Maggie Farmer who have joined as Associate Members, and also Christopher Sharrad and David Telford 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 I mentioned in the last Newsletter, I am now starting my 20th year as Membership Secretary, originally with the former Chichester Group and later with the Central Southern Group. It is, however, my intention to stand down from this post at the AGM this year because, now that I am retired, I want to be able to travel at a moment's notice and would not be able to continue to undertake this rôle for the Group to the standard that I have been used to if I were to have prolonged periods of absence.

If there is anyone reading this who is interested in understanding what it is that I do, with a view possibly to putting themselves forward at the AGM in October, please contact me and we can talk about the Membership Secretary's role within the Group.

Spring is on the horizon and with it lighter evenings. We will soon be enjoying outdoor events once more. If any Members have suggestions for new events please let a committee Member know of your suggestions; new ideas are always welcome.

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



Holy Howlers

Weight Watchers will meet at 7:00pm on Thursday at the First Presbyterian Church. Please use the large double doors at the side of the building.

~

The eighth-graders will be presenting Shakespeare's 'Hamlet' in the Church basement on Friday at 7.00 pm. The congregation is invited to attend this tragedy.

Associates' News

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



Associate	From	Observer	Examiner
Steve Malone	Hove	Anthony Platts	James Sarson
* Gary Wigzell	Crawley	Graeme Lewington	Peter Burges
* Harri Goldsmith	West Wittering	Phil Coleman	Colin Thaxter
Kitty Haggenbach	East Grinstead	David Stevens	Peter Burgess
Shirley Stanton	Bosham	Phil Coleman	Colin Thaxter
Nadia Casimir	Hove	Tony Book	Colin Thaxter
* Jack Ferrell	East Dean	Gary Smith	Colin Thaxter
Jill Lovegrove	Horsham	Kevin Hopkins	Tony Richardson
* Tristan Oliver	Billingshurst	Kevin Hopkins	Colin Thaxter
Leslie New	Petworth	Peter Buckley	Adrian Short

* denotes a F1RST pass

Very well done to you all, and special congratulations to those who gained a F1RST.

Glenda Biggs

Associate Liaison

As a matter of policy, CSAM does not advertise products. However, Jean Clark (Team Leader of the Eastern Forum) has sent the editor an article from *The Argus* about a "groundbreaking driver course aimed at 10-17-year-olds" which has just been launched in Horsham.

We hear constantly that an alarmingly high proportion of those killed in cars each year are aged between 17 and 24, so this venture is obviously aimed at starting them early and instilling good habits from square one.

The venture's website is at <http://www.youngdriver.com>.



Anyone for Tee?

Golfer: You've got to be the worst caddy in the world.

Caddy: I don't think so - that would be too much of a coincidence.

BEYOND THE HIGHWAY CODE 2 -



Rule 34 Railway Level Crossings, and Rules 291 - 299

Quite why railway crossings are such a cause of accidents involving motorists is a bit puzzling. Trains are easy to see, they usually give warning of their approach and besides there's the red and white barriers, the flashing lights and audible warning.

Well, some do and a number don't.

The most basic form has no barrier, no lights and no attendant, just a 'Give Way' sign, so you cross very much at your own risk. These are only found in remote country areas so they're of little practical concern. The next version up has a 'phone to contact the signalman, and then we move up to the types with lights, some of which have gates operated by the person crossing. It's the ones with barriers which are more common and here the main ingredient seems to be impatience with waiting and being oblivious to obvious danger.

You've read the Highway Code on how long it takes to stop from higher and higher speeds, so motorists should be able to reflect on how long it takes to stop a train weighing hundreds of tonnes.

So, the first extra observation is be resigned to waiting - the signal man knows more about railways than you do.

Second, if the crossing is a double barrier one, stop well short of the white line. If somebody coming the other way does get trapped, the signal man can open one set of gates to let the miscreant out. Assuming, of course, that you or whoever is at the head of the queue has left enough room to escape.

Third, check above and below. They're called level crossings but they're rarely level and a bumpy ride can jolt something off a builder's truck or a car roof rack. Check for bumps and the speed of opposing traffic, and then check above for cable clearance. You're fine but that builder's truck again with a ladder sticking up just might not clear all overhead wires.

Fourth, glance around for a station nearby. At Littlehaven the crossing is right at the station, so there's the real prospect of pedestrians running to catch a train or swarming off in the evening.

Stop. Look. Listen.

/continued ...

CSAM is still seeking a

Publicity Officer

Central Southern Advanced Motorists is looking for someone to promote the activities of the Group to the General Public. If you would like to help us to attract new people who are interested in improving their driving skills, please get in touch with the Chairman, Tony Higgs, on

chair.csamcar@iamgroups.org.uk

Rules 36 - 46: Mobility Scooters

When is a vehicle not a vehicle?

When it's mobility scooter.

Or, more precisely, when it's on the road it's a vehicle; when it's on the pavement it's a pedestrian. Or perhaps it's neither.

The powered versions come in two forms: one with a maximum speed of 4mph the other 8mph. Only 4mph is allowed on a pavement, which is a lot faster than people walk on shopping streets. And 8mph is legal on anything other than a motorway - they're expressly forbidden on M-ways. If used on a dual carriageway they have to have a flashing amber beacon. The Code says they should not be used on unrestricted carriageways where the speed limit exceeds 50mph.

That means two things:

- they can be used on a dual carriage way with a limit of up to 50mph
- and the words 'should not' are advisory not obligatory, though a court will take them into account (Introduction, page 4).

Frankly, use of a mobility scooter on a main road is near suicidal, for the simple reasons of speed differentials and visibility. A 42mph speed difference between a small vehicle not much wider than a bike and a stream of heavy traffic is far too dangerous for anyone's comfort. No compulsory insurance or tax either.

If you know someone who rides one of these, don't let them on the road and tell them to slow up on crowded pavements. We can all appreciate the boon these scooters are to the otherwise house-bound, but the risk they pose is too real for comfort.

Rules 49 - 55: Horse Riders

Horses and riders and you - three brains, each with its own agenda and not always coinciding. The rider should be the first point of concentration, after you've noted how many horses there are. Many a fine steed trots our Sussex lanes mounted by a very small child or teenager, certainly not someone with the physical strength to control a panicked horse. And that's the one thing we're trying to avoid, equine panic.

Horses have evolved from much smaller creatures and have always been prey animals. Prey animals usually avoid predators through speed, and speed includes speed of danger recognition. As a general principle, the smaller the animal the faster the reaction. So, if you approach slender boned race-horses in Epsom they are much more likely to be skittish than a weighty Clydesdale ambling along. (On the same basis, a small bull in a field is much more likely to charge than a heavy one: beware Jerseys; Charolais are fine.)

Horses still are programmed to suspect danger at the point of maximum risk, which in their evolutionary past includes entering narrow spaces with unknown ability to escape, and drinking water. The narrow space is obvious enough and our country lanes, especially on days of strong sunlight, qualify as enclosed, mysterious places for a horse. Add in the shadows of trees and walls and from the horse's point of view he's a long way from the open plains of his familiar home.

/continued ...

And drinking water?

We all know how crocodiles lie in wait in the water, just under the surface, and lunge at the tentative drinker. Horses were once the size of large dogs and must have been an easy lunch for many a croc; in evolutionary terms, the lessons are hard-wired into today's much larger animal, so they often have to be cajoled to walk through a puddle.

Consider too how a horse sees. Their eyes are on either side of the head and it was once doubted whether they had binocular vision. It seems they have, though they also have the difficulty of seeing exactly straight ahead and of course behind. They see all round them in apparently a less focussed way than we do, but will concentrate on one small thing at a time. Hence their curiosity about anything new in their surroundings and their habit of looking closely at an addition - a discarded drinks bottle, a red barrel - and then suddenly deciding it's a danger and shying away.

What do we do?

Follow the HC and stop, giving them time and pulling well in to one side. Check your rear mirrors to assess what the horse can see and where it thinks it's going. If the road narrows behind you or there's water, be careful. Be aware too that a horse's sense of depth perception is not ours. A strong shadow can look like a deep pit across the road and he's wary of approaching it.

Check for following traffic, which may well not be expecting to find you stationary in the road. Use your brake lights to warn them but not your hazard lights. They show to the front and the blinking light might just set off the panic we're avoiding.

Rules 56 - 57: Dogs

The HC could easily say a lot more about dogs than the two tiny paragraphs it devotes to them. "Keep them under control", "Restrain them in the car." That's pretty well it.

From our point of view I take it that all advanced drivers keep their dogs properly restrained inside a car and know full well that a loose dog visible in another car is a clear warning to avoid them.

Dogs on the outside, now that's a different affair. First, note how many there are and who's with them. One man and his dog (on a lead) is no problem, but five or six dogs out with a dog walker is quite another matter - as is distracted Mum with toddler, push chair, shopping and family dog on an entangled lead.

The question you ask is, what might the dog do next?

A cat on the opposite pavement may be just as irresistible as the squirrel climbing the tree. Another dog coming towards one is a social occasion for the dogs but might be scrappy for the owners. Dogs are social animals which hunted in packs, and they sniff a stranger to see if he's well fed. If so, he can join the gang as he must know where there's food to be had. Equally they haven't yet established a ranking order among strangers newly met and may decide who's boss by snapping.

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From our position behind the wheel our quick glance is an attempt to take in the likelihood of disruption on the pavement spilling over onto the road. A small child will run after Fido to retrieve the family favourite, and you may need second sight and almighty brakes to stop in time.



Animals are not mentioned: cats are an unpredictable problem because they rely on their speed to escape pursuit. They may well streak across the road though not fast enough, yet they're unlikely to do much damage if struck.

Deer are a very different story and even a modest fawn can have serious consequences. The blow of the striking car usually hits their legs and can catapult the victim anywhere, and rolling onto the bonnet in particular. Swedish cars have to pass the elk test. Elk stand in the middle of a road gazing soulfully at the oncoming traffic - I've seen them do it in Finland. The weighty animal rolls onto the upper windscreen and roof, which have to be especially strengthened to protect the occupants. Few elk in Sussex, you might think: but a fair sized calf can be nearly as bad.

We have deer a-plenty here and even more so since the great storm of 1987, when falling trees broke the perimeter wall of Petworth Park and released numerous deer. Be wary of stags crossing the road. They amble across and the does some way behind follow their scent and think it's safe to follow. Evolution hasn't caught up with trucks, roads, cars and you, so beware.

Beware, too, ponds and canals. Swans take off on a low, sloping line of flight because they are so heavy - heavy enough to cause serious damage. Not so heavy are pheasants, but it's their predator alarm strategy that's their undoing and can be yours. They crouch down until the last second and then burst vertically into the air hoping to startle a predator. It works in their native Asia; it doesn't work against windscreens in Ashington.

Spare a thought for Roman drivers and migrating starlings. The birds gather in prodigious numbers and migrate down the Italian peninsula on their way to Africa. Feeding on the way they stop off in Rome, where it's warmer than the countryside. They number in their thousands. Tens of thousands. And natural processes means the streets are covered in a slippery mess. They've caused many a bent fender.

The principle here - as with all animals, wild or not - is, are they capable of turning themselves from a feature in the surroundings into a real and active hazard?

Be wary. Avoid. Evade.

Oliver Farley
Reflector



Really?

SQUIRRELS IN CHURCH

The Presbyterian church called a meeting to decide what to do about their squirrel infestation. After much prayer and consideration, they concluded the squirrels were predestined to be there and they shouldn't interfere with God's divine will.

At the Baptist church the squirrels had taken an interest in the baptistery. The deacons met and decided to put a water-slide on the baptistery and let the squirrels drown themselves. The squirrels liked the slide and, unfortunately, knew instinctively how to swim so twice as many squirrels showed up the following week.

The Lutheran church decided that they were not in a position to harm any of God's creatures. So, they humanely trapped their squirrels and set them free near the Baptist Church. Two weeks later the squirrels were back when the Baptists took down the water-slide.

But the Catholic church came up with a very creative strategy! They baptized all the squirrels and made them members of the church. Now they only see them at Christmas and Easter.

Not much was heard from the synagogue.
They took the first squirrel and circumcised him.
They haven't seen a squirrel since.



Seen in the Gents at the golf club.

*Submitted by a Member who
understandably wishes to remain anonymous!*

DISCOUNT FOR DRIVERS UNDER 30

£49 OFF
WHEN YOU
PASS YOUR
ADVANCED TEST

**LAST CHANCE TO BOOK -
offer closes 31 March 2018**

Contact
Andy Wilson
Membership Secretary

on
01329 483661

or

membership.csamcar@iamgroups.org.uk

This offer is made by
Central Southern Advanced Motorists

The full cost of an Advanced Driving Course is £149

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Offer open for twelve months from 16 March 2017

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>



CSAM Events during the Winter

To read about the events which we've enjoyed since publication of the Winter 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!



Visit to CSAM by Stuart Haythorn, Area Service Delivery Manager, 14 November 2017

We were delighted to welcome Stuart to this very well attended meeting. He is an engaging speaker, and his knowledge of and enthusiasm for his subject were self-evident. He began with a brief run-down of developments at IAM RoadSmart (thankfully without too many statistics, graphs, etc) and then spoke about the work of the ... [read more](#)



CSAM takes a major part in Chichester University's road safety campaign, 12 December 2017

At the University's Bognor Regis campus, ten CSAM Observers took twenty members of Chichester University's staff on observed drives. It was part of a day event which the university asked IAM Roadsmart to arrange, and included workshops and a ... [read more](#)



"Frozen peas and the car under the bed" - a talk by Michele Fleming, CEO of Headway, East Sussex, 21 November 2017

Michele Fleming came to talk to us about the work of Headway and gave us all more than pause for reflection. Her organisation deals every day with the long term consequences of head injuries ... [read more](#)



Quiz on "Roadcraft", 9 January 2018

There was a good turnout at this year's Quiz Night. As always, it was quite a challenge. This year, however, there was an extra dimension to the test: trying to understand exactly what Bernard was asking in the questions! One team won, the rest didn't, but it's safe to say a good time was had by all. [read more](#)



EV - THE SILENT CHALLENGE IN A NOISY DEBATE - A talk on electric cars by Chris Skerry, 23 January 2018

When did it all begin? A lot longer ago than we might think. New York had a fleet of electric taxis in 1897 and by 1900 electric cars outsold all other types in America. Electric propulsion had been experimented with in Britain and France decades beforehand and Berlin's streets were once graced too by electric taxis ... [read more](#)