

CENTRAL SOUTHERN ADVANCED MOTORISTS

www.iamroadsmart.com/groups/centralsouthern

NEWSLETTER SUMMER 2017

iam
RoadSmart

Official Provider

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From the Editor

I hope you'll enjoy the Summer Newsletter. As usual, I'm immensely grateful to all the contributors, whether of text, photographs or ideas on the content and/or presentation of the Newsletter: all are very welcome.



Regarding articles in this issue, particular mention must be made of Dave Harris, whose regular "Tips" are sadly coming to an end. I am very much in his debt for his great support for our Newsletter over the years, and I'm happy to say he has said he may still feel moved to write something for us from time to time: very good news. Thank you, Dave!

Have you ever wondered how to ride a motorcycle? All CSAM Members will have received from IAM RoadSmart, via Andy Wilson, an invitation to have a "taster session" during [BikeFest South](#) being held at the Goodwood Circuit on 11th June. My family and my insurers will be happy to learn that I shall not be taking up this offer; however, I have always been fascinated to know 'how it's done', so the timing of Malk's excellent article in this issue is perfect!

There is also some sound common sense, as always, from Oliver Farley, an enlightening piece from Tom Stringer on Social Media, its uses and its potential hazards, and much more ...

Have a good summer!

Best wishes;

Tina

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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

Sun 14 May

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 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**

Weds 17 May

7.30 pm
[BC](#), Billingshurst

CSAM Committee Meeting - all are welcome.
NB - Revised date and time

Sun 11 June

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

Free Observed Runs - see 14 May or [website](#) for details.

Tues 13 June

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

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

Sun 9 July

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

Free Observed Runs - see 14 May or [website](#) for details.

Tues 11 July

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

Walking Treasure Hunt. Maurice and the Chairman have devised an interesting themed 'walk' for us. Meet them at the bottom end of the car park, by the river, to get the route and questions. (Car parking is free from 6.00 pm.) Usually several groups of two or three follow the clues, so you can choose your team beforehand or just come along and take pot luck. We normally end up at a watering-hole somewhere, so it's always a very enjoyable social occasion.

Tues 18 July

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

Eastern Forum event: speaker details to follow.

/continued ...

Thur 20 July
7.00 pm
[BC](#), Billingshurst

CSAM Committee Meeting - all are welcome.

Sun 13 Aug
9.30 am - noon
[NCP](#), Chichester

Free Observed Runs - see 14 May or [website](#) for details.

Sun 3 Sept
9.30 am - noon
[NCP](#), Chichester

Free Observed Runs - see 14 May or [website](#) for details.

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

Talk by a Alan Ware of Solent Advanced Motorcyclists. Learn what motoring is like from the rider's perspective. In the meantime, have a look at their excellent website: [Solent Advanced Motorcyclists](#).

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

"Powering the Future" - a talk on engines by **Jean-Pierre Pirault**.

Thur 21 Sept
7.00 pm
[BC](#), Billingshurst

CSAM Committee Meeting - all are welcome.

Sun 8 Oct
9.30 am - noon
[NCP](#), Chichester

Free Observed Runs - see 14 May or [website](#) for details.

Tues 10 Oct
7.30 pm
[BC](#), Billingshurst

CSAM 2017 AGM

Arguably the most important event in CSAM's calendar when, after the business meeting and the guest speaker's slot, there is a chance to chat and socialise. We are delighted that this year's Guest Speaker is to be **British Airways Captain Dominic Howard-Jones**, who flies Airbus 320/319s out of Gatwick. It promises to be both informative and entertaining, so don't miss it!

Sun 12 Nov
9.30 am - noon
[NCP](#), Chichester

Free Observed Runs - see 14 May or [website](#) for details.

Tues 14 Nov
7.45 for 8.00 pm
[PCC](#), Pagham

A visit by **Stuart Haythorn, Area Service Manager**. Further details to follow.

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



Last time I said I was off to Sri Lanka and, as we already knew, it is a beautiful, friendly country. Our Vitamin D levels are now high and we are looking forward to some warmer weather here. You nearly needed a new Chairman earlier than you thought you were going to, as we were held hostage in Tamil country by a "mental Buddhist Monk" and a "mad Muslim" - our driver's quotes, not mine. The event was very humiliating for our driver, a devout Buddhist, and is a story too long for this article, but thanks to the Sri Lankan Navy we were released after about thirty minutes. Not at all funny at the time but we could laugh about it when we were free. The experience was in complete contrast to just four days before, when we came across a very interesting, caring, cave dwelling Buddhist Monk who had ten years ago gained a degree in Civil Engineering in, guess where: Brighton; it's a small world.

Enough about me. For three days over Easter, CSAM attended the Piazza Italia event at Horsham, which is a big event for the town. Oliver Farley organised the event for us and sincere thanks to him for all his work. He was supported by Derek Williams and Dave Stribling and our presence with our mobile display unit has brought us a lot of good leads for possible Advanced Driving Courses and assessments. Well done to the three of you. However, it was a pity that there were not more volunteers to "man" the stand and I hope that more of you can help next year, when we expect to attend again. The more who volunteer to talk to interested motorists about our activities, the lower the commitment for each person. My thanks also to Charles Kernehan of West Sussex Advanced Motorcyclists, who was also on the stand dealing with biking enquiries.

On an allied subject, ie Advanced Driving Courses, we are still very short of Observers in the east of our patch. I know we have raised this subject before but it does from time to time result in our having a waiting list for Associates which, I think you will all agree, is not desirable. As a result, at times Associates from the area have to travel long distances to their Observer, which we always try to avoid. So, please, please, if you think you would like to have a go at observing then get in touch with Gary Smith, our Chief Observer (chiefobserver.csamcar@iamgroups.org.uk) to discuss what is required. We will give you an initial assessment and if that is satisfactory we will give you all the training you require. It doesn't have to be a very high commitment and you will find the observing roll a very rewarding one. Don't be shy about stepping forward: if you think you could do it we want to hear from you.

Now a completely different subject. As you know, we regularly send you emails about activities etc. Some of you will know that you are always addressed as eg Hi H, Hi Br, Hi Tp. We don't want to address you like this but only you can amend this salutation as it is an historical error at IAM which we, locally, can't change for Data Protection Act reasons. To change this, could I ask those who receive these salutations to go into their IAM RoadSmart Member's page www.iamroadsmart.com/membership, then log in and add your first name - and check your other details while you are there. Alternatively, you can send an email with the information to Andy Wilson (membership.csamcar@iamgroups.org.uk) and he will advise IAM RoadSmart on your behalf.

/continued ...

Back to my holiday in Sri Lanka. If you go on a safari you are always told "never get out of the jeep" unless in an advised safe area. Soon after our safari started I became a little concerned about our young driver's skills (just can't get away from it) which, after about fifteen minutes, resulted in our being stuck in a mud-filled river basin. The more he tried to get out of the river the worse it got, and we were getting covered with mud from his efforts. We had to get out of the jeep for about twenty minutes while another jeep struggled to tow us out. Fortunately there were no crocodiles at this point, but I assure you that observation techniques were being used to their full. Ironically, just as we were on firm ground, another jeep followed us and he too got stuck: we then towed him out.

Whilst I have eaten alligator in the past, I didn't fancy being on a crocodile's menu for afternoon tea. Another near miss, but a brilliant holiday nevertheless.

Drive carefully.

Dennis
Chairman



PLEASE NOTE

*The deadline for contributions to
the CSAM Autumn Newsletter is
Monday 31 July 2017*

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

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

Vice Chairman's Jottings



How long ago did you take your Advanced Driving test? I took mine five years ago, before I joined CSAM. Had I not moved down here I would have re-taken my test after three years since it seems to me important that our skills are tested regularly. Our move to West Sussex was timely, since I could experience the new system. I took my first test before IMI qualifications for Observers had been introduced.

I was fortunate, living around the corner from Gary Smith, that he agreed to take me out for a few drives. What I was not prepared for was that my driving was not very good. I thought I was maintaining an Advanced Standard but that was not the case. It is true I have now passed my test again, but having wanted to get a F1RST, my standard on the day fell short of that level. Once over my disappointment at not getting a F1RST I found that I was driving better and enjoying it much more.

Clearly, we are all different. I find I kick against being told what to do until I can see for myself and experience the benefits. No matter who we are I think we can all benefit from a reassessment. What IAM RoadSmart and Surety Insurance are saying in my opinion is true: that our driving standard can drop off as the years go by. This is why I am going to join the Fellowship. OK it will give me some benefits like breakdown cover and possible lower insurance premiums, but it does mean there is even more incentive to maintain my standard of driving. I consider that that becomes even more important the older I get.

One of the things that let me down were my spoken thoughts. Yet, if I was driving to the system why could I not say what I saw, since that is how we drive? I am still pondering this, and how a not very verbal person can develop spoken thoughts, in the three years before I take my test again. The best way is to speak your thoughts as you drive, but to me that means going for drives for that specific purpose since I do not want to inflict this on passengers!

This is nearly enough of my ramblings, but I thought I would just complete the story of the process I used. Once I had had my drives with Gary I paid my £39 for an Assessment Drive. The Examiner contacted me and on the day asked whether I wanted an Assessment or to go for a F1RST. What's the difference? The Assessment you cannot fail but get a detailed report on your driving; the test for a F1RST you can fail. I opted to go for the F1RST, as I have said, and will continue to do so every three years.

My final thought is that my experience is a good argument for becoming an Observer. In this way, you are tested regularly and remain in the loop assessing people's driving and helping them develop.

What is your next challenge? Is it time you had an assessment? Is it right for you to join the Fellowship? (You can only do this if you have passed your test recently.) It may be the Masters challenge is for you. Does the Observer rôle beckon?

Tony Higgs
Vice Chairman

Chief Observer's Corner



We have a total of 40 Observers: 11 National, 18 Local, and 11 Trainees.

We had a successful Observer training day on Saturday 22 April at Lancing, where we all learnt and enhanced our skills to improve the coaching we give our Associates.

We should shortly be piloting a new scheme for Associates where the Group can sign off Associates as Full Members.

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

As always, if you would like to ask me something then please feel free to contact me.

Gary Smith
Chief Observer

After the christening of his baby brother in church, Jason sobbed all the way home in the back seat of the car. His father asked him three times what was wrong. Finally, the boy replied, "That preacher said he wanted us brought up in a Christian home, but I want to stay with you."

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

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Membership Mumblings!

First the figures: the current membership of our Group stands at 362 Members, of whom 297 are Full Members, 64 are Associate Members and 1 'Friends' Member.



The following are our new Members since the last Newsletter: Noel FitzGerald, Mel Wells, James Ainsworth, Berni Cashin, Lewis Cooper, Shirley Stanton, Rufus Albemarle, Steve Humphrey, John Peskett, Leslie New, Tiffany Hunt, Zena Hayden, Christopher Johnson, Lewis Hudson, Peter Fairweather, Sandy Hickman, Jill Lovegrove, Catherine Piper and Michael Coombes, who are all new Associate Members, and also David Millford who joins us as a Full Member. As usual, a warm welcome to you all and I look forward to meeting you all at our regular Members' meetings listed elsewhere in this Newsletter.

I am glad to say that by the time you read this summer will be with us, although as I write the outdoor temperature is a lowly 6°C. Having just returned from a few days in Lanzarote this came as a bit of shock.

On my journey to the airport the previous week we kept on encountering banks of fog, which greatly reduced our rate of travel. As normal I had allowed plenty of time for possible problems on the journey, so instead of arriving with three-quarters of an hour to spare we arrived just on time. Many people allow extra time when there would be a significant problem if you arrived late, such as missing a flight, but do we all allow enough time for routine journeys? The regular journeys to work, for example, often find people who are stressed because they are running late - for instance because they had to clear frost from a windscreen, even though they could have anticipated that frost was a probability.

My message to all road users today is always to allow a few minutes extra for the journey, to reduce the number of people driving when already stressed. No two trips over the same roads are identical, so build in a little buffer of time when planning.

Having recently retired I also hope to avoid rush hours as much as possible from now on, but I know this is not an option for everyone.

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. There is an answerphone for when I am not in.

Safe Motoring.

Andy Wilson
Membership Secretary

Associates' News

There have been six successful tests taken since the Spring Newsletter. Congratulations to all of you, and to your Observers!



Associate	From	Observer	Examiner
Andrew Ballantyne	Chichester	Gordon Egerton	Colin Thaxter
* Mike Powell	Havant	Phil Coleman	Colin Thaxter
Christian Myatt-Wells	Henfield	Derek Williams	Adrian Short
Mark Andrew	Haslemere	Dennis Clement	Richard May
Elise Gayler	Crawley	Kevin Hopkins	Tony Richardson
* Stuart Keay	Brighton	Jean Clark	Adrian Short

* Passed with a F1RST

All the best;

Glenda Biggs

Associate Liaison

Anyone for Tee?

Golfer: How do you like my game?

Caddy: It's very good. Personally, I prefer golf.

Publicity Officer required

Are YOU looking for a new challenge?

Central Southern Advanced Motorists is looking for someone to promote the activities of the Group to the General Public.

We are keen to widen the area in which we offer try-drives and to seek new people who want to improve their driving skills. Is this the opportunity you have been waiting for?

If so, contact the Vice Chairman on vicechair.csamcar@iamgroups.org.uk or any other member of the Committee for more details

DISCOUNT FOR DRIVERS UNDER 30

**£49 OFF
WHEN YOU
PASS YOUR
ADVANCED TEST**

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

**Take advantage of this offer
now**

Offer open for twelve months from 16 March 2017

Report of Spring Forum for Area 2 Groups

Your Chairman, Vice Chairman and Chief Observer attended the Spring Forum on Saturday 8th April 2017 at the Shepperton Holiday Inn. Stuart Haythorn, our Area Service Delivery Manager, led the day with input from Amanda Smith, Head of Field Service Delivery, Eloise Peabody-Rolf, IAM Young Driver Ambassador, and Ben Staples, Sales Manager for the Commercial Division.

This report does not detail all the information given at the Forum but highlights the things that you may find of interest, either personally or for someone else who you may be encouraging to become an IAM RoadSmart member. IAM RoadSmart have set the target to increase membership from the present 93,000 to 120,000 by April 2018.

The new driver training modules and the Sign-off Membership are two new ways to encourage more drivers to become involved. The ten modules, which will be taught by ADIs, are not to advanced standard but allow competence in specific areas of driving to be honed. Each one completed will allow the taker to acquire Road Miles, which will give a discount off a full Advanced Driving Course. CSAM will be helping with the trial of Sign-off Membership, which is the full advanced course for those who do not wish to take a test. Such members will be signed off by Groups.

IAM RoadSmart are still looking for ideas for a fundraising campaign which will raise IAM RoadSmart further in the minds of the public. Any ideas should be made to head office.

The new look to IAM RoadSmart continues with Fellowship membership and the Masters. The Fellowship will be launched shortly and requires members to take their test every three years. Failure suspends membership for 3 months but, if the test is taken again and passed, membership will be reinstated. The Masters course has been brought into line with the Advanced course with new paperwork and the three categories scoring system, and remains the highest civil driving course. Have you considered taking the challenge?

Eloise is developing a Toolkit which will be available to help Groups involve and relate to Young Drivers. She wants to promote what we actually offer - namely Continued Driver Training - and create an online community of young people so that they can relate to each other.

In this Year of the Observer, badges are being launched which recognise how many Associates an Observer has helped become an Advanced Driver.

Do not forget the free day at Silverstone on 5th August for Observers and IAM Roadsmart Members. To register an interest, click on the following link:

www.iamroadsmart.com/campaign-pages/end-customer-campaigns/silverstone2017

Tony Higgs

Out of the mouths ...

*A Sunday school teacher asked the children, as they were on the way to church service, "And why is it necessary to be quiet in church?"
One bright little girl replied, "Because people are sleeping."*

Dave's Tips



It's Been a Journey!

I started driving cars in 1965 having spent a year or so riding motor-cycles and, whilst doing that, running into dogs and being hit from behind by lorries. I decided that motor-cycling was not for me, particularly as in those days clothing was woefully inadequate to keep you warm in winter. On my daily commute from Saltdean, Brighton, to Worthing during the winter, it took me around two hours to defrost after each journey. So I decided to upgrade to a 1955 Ford Consul that had a 3 speed column change gear box and windscreen wipers that died going uphill – progress, eh? At least it had a heater and double bench seats!!

So, in June of this year I retire completely from my third career (previously a copper followed by retail and housing management and finally car, van and lorry driving tuition at almost all levels). I will continue with the other career I've pursued since my teens, which is being a musician.

I thought a good way to say goodbye would be to tell the motoring history story but couldn't put together anything better than what follows, which is originally from John Farlom who has allowed me to use it. He is an eminent driving instructor with national credentials in terms of his ideas and general promotion of all things driving tuition, so my thanks to him.

There are more changes on the way in vehicle technology and how driving is taught. During my lifetime, I've seen and been involved in many of these changes and this article puts it together very well. So here it is in its entirety and I hope you enjoy it as I hope you have enjoyed my other scribbles over the past few years. I may still want to contribute in the future now and again, but in the meantime wish you all very safe and enjoyable driving.

~ ~ <> ~ ~

Thinking about the changes that are on the way got me thinking of changes that are long passed ...

Last November I celebrated 63 years on the planet. With 38 of those years spent in driver training I have seen many of the past changes myself. However, by rooting through my bookcase I uncovered some interesting facts about motoring changes that were introduced before I was born ...

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DATA PROTECTION ACT

Members are reminded that Group records are held on computer. Anyone who objects to their details being held in this way may request that they be held instead on a manual system by writing to the [Group Secretary](#).

Restrictions for drivers started in 1865. The 'Red Flag Act' required a pedestrian carrying a red flag (or lantern) to walk ahead of locomotives; in addition speed limits of 2 mph in town and 4 mph elsewhere were introduced. Given that four miles per hour is quite a fast walking pace, breaking the limit meant that you would probably run over your flagman!

As technology moved on petrol driven cars and pneumatic tyres appeared. These innovations allowed vehicles to be driven more safely and by 1896 the speed limit had been raised to a breathtaking fourteen miles per hour (much welcomed by bank robbers!). Lights and an 'audible warning instrument' became compulsory as did the requirement to stop if asked to do so by a police constable.

The new regulations were generally welcomed as a boost for motorists and the removal of the old restrictions were celebrated by the newly formed *British Car Club* with a drive from London to Brighton. At the start of the run the Earl of Winchester tore up a symbolic red flag. Later (1927) the annual London to Brighton car run was launched to commemorate this event.

The turn of the century came and went before Government recognised that the motorist could be 'fleeced' to boost the nation's coffers. In 1903 legislation was introduced that required all motor vehicles to be registered. For the princely sum of £1.00 you could get a vehicle registration mark. Given that the early numbers were just one letter and one number, a pound offered fantastic value – try buying 'A1' now; given that the highest price paid for a UK plate was over £500,000 you'd be lucky to get change out of £1,000,000! The highest price ever paid for a number plate was in the United Arab Emirates where a businessman paid £7.25 million for '1'.



Driving licences were also [introduced in 1903](#); however, getting a licence was just a simple matter of paying five shillings at the Post Office. Things weren't all bad though – the speed limit was raised to twenty miles per hour.

As cars got faster and roads (or rather, dirt tracks) became busier, drivers saw the need for better representation. By 1907 the Automobile Club (first launched in 1897) received royal patronage and became the RAC and the AA (launched in 1905) introduced patrol men. The main task of the AA patrols was to warn motorists of speed traps; they must have done a good job because by 1910 both fuel tax and road fund licences had been introduced, presumably because there wasn't sufficient revenue coming in from speeding and reckless driving fines!

Early motorists didn't enjoy many of the luxuries that we now take for granted. I'm not talking about air-conditioning and heated seats here, simply the basics. Many cars were open to the elements and roads lacked tarmac surfaces. Before the introduction of petrol pumps in 1914, petrol was bought in cans from the local chemist or similar outlet making the simple task of refuelling a lot more difficult.

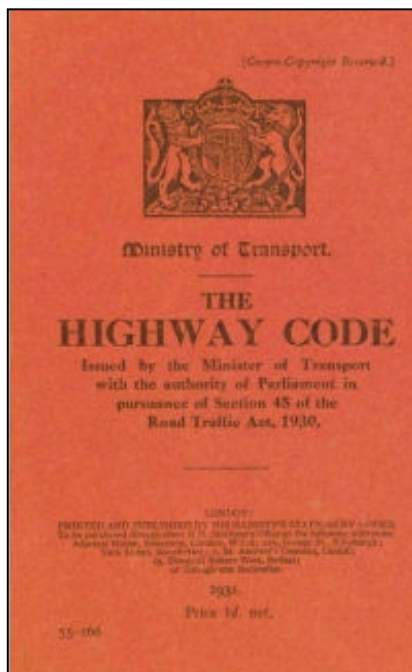
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Starting the car was no picnic either; it usually involved risking a broken arm or wrist by swinging the starting handle and then jumping into the car to tweak the timing and fuel mixture until the engine ran smoothly. A lack of standardisation meant that instruments and controls varied on different models so the instructor's rescue remedy of shouting "*Press the one in the middle*" was of no use whatsoever! Even if the middle pedal did happen to operate the brakes, there was the risk that you would be decapitated by the plain glass windscreen (toughened windscreens did not become compulsory until 1937).

By 1930 a revolution had taken place on the roads with, amongst other things, roundabouts and automatic traffic lights. The world's first motorway was opened in Italy in 1924 (although it was 34 years later before England got the Preston Bypass). Although many deliveries were still made by horse-and-cart the motor car was rapidly changing our lives and landscape.

The pace of motoring development in the 1930s outstripped that of the '20s and the foundations were set for much of the driving culture that has lasted until the present day. One of the key changes in the 1930 Road Traffic Act was the abolition of the twenty miles per hour speed limit. This was replaced by a range of limits for different classes of vehicles; there was, however, no limit for vehicles carrying less than seven persons – the age of the joy-rider had begun! Other changes in 1930 included the first UK driving test; this was for disabled drivers and designed to ensure that they could exercise control over their vehicles. The minimum driving age was set and basic third party insurance became compulsory.

Perhaps the biggest impact on the lives of people in the late 1920s and early 1930s was the misery brought by the motor car. With a death toll of 7,300 and only around 1,000,000 cars on the road it was clear that action had to be taken. In 1931 the action started with the publication of the first Highway Code. Although the RAC and other bodies had been giving driving lessons and unofficial tests for a while there was still no official driving test in the UK, but this was soon destined to change.



In 1934 Leslie Hore-Belisha, perhaps best known for giving his name to the familiar 'Belisha Beacons' found at zebra-crossings, became Minister of Transport; his task was to reduce the casualty rate on our roads. On June 1st 1935 he launched what was probably the biggest and most significant change in British motoring history – the compulsory driving test for all drivers.

For ten shillings your driving was tested by an examiner selected from the police or armed forces (examiner testing was not introduced until 1959). Along with the driving test came the introduction of provisional driving licences and 'L' plates; however, in the early days there was no requirement for a supervising driver.

Around about the same time as the driving test was introduced, a gentleman called Marc Pepys, the Earl of Cottenham, who had been active in improving road safety and the introduction of the driving test, was busy developing new ideas and methods for safe driving. These methods had a lasting impact ... In 1937 he took charge of the

/continued ...

Metropolitan Police driving school at Hendon and is generally credited with being the inventor of the police '*System of Car Control*', the forerunner of the MSM routine.

Before driving tests were suspended for the duration of World-War-Two in 1939, Percy Shaw had invented 'cats eyes', a 30 mph limit was brought into force in built up areas and dipped headlamps were introduced.

The war years didn't stop the quest for improved road safety, although petrol rationing in the early war years did reduce drivers' opportunity to cause havoc! A twenty miles per hour speed limit was imposed after dark, but in reality the blackout meant that it was probably not possible to drive much faster than that anyway. Despite the lower night time driving speeds pedestrians were still extremely vulnerable and represented over half of all road deaths in 1941 with over 4,800 being killed. In an effort to reduce pedestrian accidents the kerb drill was introduced in 1943.

With the war over, 1946 saw the re-introduction of the driving test and by 1949 those who passed could go on to take an advanced driving test with the newly formed *Institute of Advanced Motorists*.

By the time I was born in 1953 the roads had changed beyond all recognition from the quiet streets where my grandparents played as children. During my 63 years there have been just as many, if not more, changes than in the preceding years ... But that story will have to wait for another time ...

~ ~ «» ~ ~

So it's goodbye from him and goodbye from me.

Thanks

Dave
24/4/17

Dave Harris



Mike Powell, who achieved a FIRST, seen here with his Observer Phil Coleman (right) and CSAM Vice Chairman Tony Higgs

Malk has passed on this link
www.theaa.com/european-breakdown-cover/driving-in-europe/country-by-country
which we hope those travelling overseas by car this summer won't need to use!

Social Media



I have been asked by the Chairman to write a short piece about Social Media

To be honest I don't have an awful lot to say, in that Social Media has been fairly evolutionary over the past ten years and is, in my opinion, intuitive to both view and participate in.

However, social media as such has always been around; it is just that since the digital age it has been delivered via various platforms such as Facebook, Twitter, LinkedIn, Bebo and Instagram.

Early days of social media would, I guess, be the equivalent of Speakers' Corner at Hyde Park, where people came along to "post" their views, standing on a box. Attentive crowds would come along and "like" if they enjoyed what they were hearing, and "comment" if they had something to say.

At school I recall social media consisting of messages scrawled on the inside of desks or on the inside of textbooks.

Most people that have seen the film *Social Network* will know the history behind Facebook and how it was set up by Mark Zuckerberg and his University chums at Harvard as a means of sharing information. I personally have been on Facebook since 2008 and have found it to be a fantastic way to renew old acquaintances - former colleagues, IAM Members(!) and school friends - as well as keeping in touch with my family.

Facebook, like other forms of social media, can be a powerful tool and care must be taken when wanting to protect or filter any personal information. It is not unknown, for example, for companies to monitor their current or prospective employees' activities. Indeed many companies, including my own employer, have social media policies to avoid employees bringing their company's name into disrepute. We have our own CSAM Facebook page, which I administer, and I would welcome any Member to join as a friend - if they so wish.

Twitter first came to prominence in January 2009 when a number of the passengers on the US Airways flight commanded by Captain Sully Sullenberger which ditched in the Hudson chose to Tweet their experience with pictures before many of the TV news crews arrived on scene. Since then, Twitter has grown enormously and there are few companies, organisations or high profile people that do not have Twitter accounts.

A short Tweet can be viewed by anybody on Twitter and it has become a very powerful means of communication. With a Twitter account you can generally follow anybody (including Mr Trump!), although some people can be selective and elect to have you apply to follow them. Conversely, any Twitter account holder can follow you (unless you apply controls), which can at times result in various American porn stars or Ukrainian women looking for husbands showing up

/continued ...

as followers - until they are blocked! Twitter is also an effective means of distribution by companies to target their audience more effectively: for example most British Army recruitment today is done via social media rather than by the traditional recruitment office. By the same token and from personal experience, if you have an issue with a company and contact them via Twitter they are generally quick to respond, fearing the embarrassment that the transparency of Twitter affords.

Our CSAM Twitter account has now grown to fifty followers, including our Chief Executive, Sarah Sillars.

A lesser known form of Social Media is LinkedIn, which I tend to refer to as "Facebook for grown ups". It is primarily a networking form of social media for mostly professionals to share career opportunities and contacts. Online job applications often give the opportunity for a link to a CV that has been posted on LinkedIn. Headhunters (more commonly known as "executive searchers") view LinkedIn in when looking to recruit employees.

Thank you all for your support in getting this new Committee rôle off the ground for CSAM.

Tom Stringer
15 March 2017



*John France receiving his ADT certificate from
Tony Higgs, CSAM Vice Chairman*

The admiral and the bishop had been to the same prep school and had always disliked each other intensely.

Many years later they happened to see each other at Euston Station, the Admiral resplendent in his uniform, the Bishop rather flushed and overweight.

Seeing his chance to settle some perceived old scores, the Bishop approached the admiral and said "Excuse me, station master: from which platform does the next Bristol train leave?". The admiral replied, "From platform 4, madam, but are you quite sure you should be travelling in your condition?"

From "Reflector" ...

FURTHER BEYOND THE HIGHWAY CODE



The Highway Code (HC) is just a book of rules and much like a book of scales for piano players it's of limited value. The real world begins when the book is closed and, car keys in hand, we head out to the tangible highway. Here the rules sink into the background and the foibles of our fellow road users dominate too noticeably. Yet without the homework on the basic rules driving becomes even more hazardous. Just as the pianist gains flexibility and ease of reaction when he faces the concert music, so too do those who keep those tedious HC pages in mind. We need to go beyond the rules alone and embellish them with actual experience. Our interpretation of what we see is enhanced by what we've known and learnt, sometimes the hard way. In the last issue we covered a few elements of beyond the HC, and here's another couple of points to ponder.

In the Dark

The HC has little to say about night driving, with scattered remarks under nine headings listed in the index. None of the illustrations show a night scene and the HC seems content to warn of difficulties of being seen in the dark and not much else: horse riders in para 51, para 125 says reduce your speed at night "as it is more difficult to see other road users", and para 267 on Overtaking says "be especially careful at night ... when it is harder to judge speed and distance." All rather banal, however laudable, and failing to stress the two huge issues with night driving, namely YOU and the DARK.

Humans are programmed to relax physically at night - an essential part of our circadian rhythm - so it is not surprising, though it is depressing, to learn that proportionate to the numbers on the road there are more collisions at two in the morning than at any other time. Sleep is the obvious challenge to night driving, but too often we forget those other weaknesses of later in the day: fatigue and mealtimes. We have all been guilty of staying longer at work than we intended, just to finish something off, and have left at the end of a tiring day in a reduced state of awareness for the deceptively familiar drive home. Add in hunger before the evening meal, the warmth of the car with the radio and thoughts of home, and we can be dangerously over-relaxed at the wheel. Equally, there are the dangers of driving when we've eaten a large meal - these days without alcohol if we're driving - a sense of ease and well-being which can be as inductive of inattention as alcohol itself. The sound habit of reciting I AM SAFE as part of the cockpit drill is a good safeguard against unintentionally lowering driving standards at these riskier moments: sleep and food are on the list for excellent reasons.

Our normal waking day extends so much into the hours of darkness that we take it for granted that much of our activity will not be in daylight. Our eyes did not evolve to handle this demand upon them to the degree modern life requires, and the rods and cones in our eyes work differently in poor light. Most colour is lost, and everything is a shade of grey. Even the best headlights can't overcome the limitations of nature and we too often assume that we can carry on safely just as in the daytime. We can't, and too often someone pays the price.

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This leads us to the subject of darkness itself and a few things we can do about our driving. The single most influential effect of darkness is the loss - or large reduction, at best - of lateral contrast. That contrast is what tells us our speed in daylight and is the prime element in judging distances. In the dark it's all very different.

Let's take a concrete example. Many of you will know the Long Furlong, which is the A280 between the A24 at Findon and the A27 at Patching. Driving here at night you really do plunge into total darkness. During the day there's a wide view over the rolling fields in this bowl in the Downs, but in darkness there's just nothing at all to see except your own headlights. So, the first thing you do is to remember "Far, Near Here and Rear", particularly the 'Here' bit. Watch that speedometer, because without the sense of hedgerows rushing past your speed might be culpably above what you think.

That's the first element. Now here's the large advantage. Any approaching traffic is visible miles away and you should be able to assess your margin of safety in good time. But again the lack of roadside contrasts makes calculating the width of an approaching vehicle a lot more difficult. Even a normal lorry is bulky on this road, and a lot more surprising is a car towing a caravan. The caravan may well have small white lights showing to the front but you won't see them beyond the glare of headlights. This glare is a major challenge for night driving and one made a lot worse if you drive a low sports car. Then even dipped lights can seem to be beaming straight into your cockpit.

On this subject, and on this road, there are two road signs which come to the top of the danger list: the ones warning of a junction to left or right. If approaching traffic is turning to its right across your path you possibly won't be able to see the flashing amber turn signal against the headlights and the turning driver won't have the advantage of lateral contrasts to know how fast you're approaching. With right hand turners on your own side, you'll see the turn signal at their rear lights but now you've got to judge accurately how far away they are, particularly if they've stopped in the road awaiting a gap in approaching traffic. In this case a simple but effective tip is to count the number of headlights approaching between you and the stopped vehicle. Now you know roughly how many car lengths away it is. Given that the approaching cars have some distance between them then you can count each one as a car and a half, so six headlights are about nine car lengths, or the stopping distance for 40mph (about 120 feet). Naturally you'll have to keep an eagle eye on the rear mirror as the vehicle behind may well not expect you to halt in this barren spot of gloom, so give him plenty of warning.

The same quick count of headlights between you and the stationary right turner will give you at the least a notion whether they think they've got space and time to turn in front of you. As a rule of thumb, if it's more than four headlights they may well guess they have, so be prepared to stop sharply if they do and it's wrong. Again, reduce the surprises for the vehicle following you, who may not even have noticed there's a queue of vehicles ahead.

There's a lot more to be said about the dark and its dangers (and pluses), but I'll leave you with a tricky habit you'll have to get used to. I'm sure many of you are in the habit of flicking a glance along the flanks of an approaching string of traffic, particularly if it's just rounded a corner and

is now in a straight. Yes, you're glancing for those reckless bike riders who sweep out into freedom to overtake the lot. Now practise doing the same at night along the line of approaching headlights, not in the countryside but in lit towns, especially at traffic lights. I didn't do that once at Oval tube station when stopped at the lights. All went green and off I went, the only car going north against the stream leaving central London. And I never saw the jogger. He'd seen the lights change, wanted to turn to his right at the lights and just chanced his luck in skipping across both lanes. He was a fit man. He did a hand leap on the bonnet of my six cylinder Vauxhall Cresta and was off into the dark before I could react. The fright has stayed with me for forty years.

So, brave the glare and sweep a quick look for straying pedestrians between those opposing flows.

Strange things happen in the dark.

Don't become one of them yourself.

Oliver Farley

*My sister's friend has a lifesaving tool in her car
that's designed to cut through a seat belt if she gets trapped.
It's a bit bulky, so she keeps it in the boot.*

*While working at a pizza parlour, I observed a man ordering
a small take-away pizza.*

*He appeared to be alone, so the cook asked him if he would
like it cut into four pieces or six.*

*He thought about it for some time, then said, "Just four, I
think - I don't think I'm hungry enough to eat 6 pieces."*

Smile, please ...

*A man was driving when he saw the flash of a traffic camera. He figured that his picture
had been taken for exceeding the limit, even though he knew that he was not speeding.*

*Just to be sure, he went around the block and passed the same spot, driving even more
slowly, but again the camera flashed.*

*Now he began to think that this was quite funny, so he drove even slower as he passed the
area again - but the traffic camera again flashed.*

*He tried a **fourth** time, with the same result.*

*The fifth time, he was laughing when the camera flashed as he rolled past, this time at a
snail's pace.*

Two weeks later he got FIVE tickets in the mail - for driving without a seat belt.

The Advanced Biker

WHAT IS THE BIKER DOING?



The advanced rider is following exactly the same system as the advanced driver – IPSGA – but a different vehicle and different controls means some details change.

A motorbike is much shorter and much narrower than a car; it is also much lighter – a typical big bike weighs 200–250kg and the rider at say 70kg makes a significant difference to the total weight and the centre of gravity. Add a pillion passenger perched high at the back and there is even more change. Having a full tank of fuel (maybe 20 litres/20kg) also has a noticeable effect. The tyres have a rounded profile, so the contact area is smaller than a car with the same width tyre, but the contact area remains the same as the bike leans. Most modern bike tyres have a harder compound at the centre and a soft compound on the sides, but the compounds are much softer than car tyres: it is rare to get 10,000 miles from a bike tyre.



Malk's 1996 BMW R1100RT

The controls are different. The right hand controls the twist grip throttle and the front brake lever, usually twin hydraulic discs on the front wheel, and the right thumb has switches for engine start and kill. The left hand has the clutch lever and switches for lights and indicators. The left foot has the gear lever. The gear lever is pressed down to change down and lifted up to change up, a sequential gear box with neutral between 1st and 2nd, so block changing is very different to a car. There is no synchromesh in the gearbox. There is a green light on the dash to indicate neutral is selected. Most modern bikes have 5 or 6 gears but there is no reverse gear. The right foot controls the rear brake, usually a single small disk on the rear wheel. Many modern bikes and all new bikes from 2017 have ABS. Both brake levers activate the brake light. There may be some auxiliary switches for heated grips, screen angle

and other accessories. (There are many generalisations in this description: a few bikes have linked brakes and some very heavy bikes like the Goldwing have an electric reverse, a few bikes have automatic gearboxes.)

With these differences in mind, let's take a look at IPSGA:

I = Information

As well as all the information an advanced driver takes, the biker is looking for more. The biker is out in the open, so smell provides additional information - the whiff of unburnt diesel will cause immediate caution, especially if the roads are damp. Diesel floating on water has a frictional coefficient close to ice: you don't want to be braking on that and you don't want to be leaning over either. The smell of farmyard manure is also a warning.

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If you have ever watched a MotoGP race on a wet track, you will know how slippery wet paint is. The biker will be planning to keep off the paint, especially in the wet. The same applies to wet manhole covers. You have probably noticed the dark black stains on the road surface in the centre of the lane at junctions, especially at traffic light controlled junctions. This is where engine oil drips and fuel drips accumulate; this area and where vehicles wait to turn right in the middle of the junction are also slippery when wet and are at the very end of the braking zone. (Think about a wet traffic light controlled box junction.)

The mirrors on bikes are generally poorer than a car's and often on long stalks that vibrate; the rider's peripheral vision is restricted by the helmet, so shoulder checks (life savers) are essential and you will see them frequently to both sides.

P = Position

With this extra information you can expect the biker to be positioning to avoid these hazards, staying in line with car wheel tracks at urban junctions and probably in the right wheel track to be in front of the following driver's eyes. The biker will position to cross a zebra crossing on the black stripe – it might be black paint but is often plain tarmac, whereas the white is always paint. And the position will vary slightly to avoid manhole covers where possible.

On the open road the biker can position to push the limit point further away, especially on right hand bends by moving the bike to the left edge of the lane, exactly the same as a car driver, but much more movement. The rider can also stand up to push the limit point on humps and bridges.

Looking for an overtake the biker can position offset to the target vehicle, looking to see the driver's face in their door mirror, hoping to make eye contact. With much higher power to weight ratios than most cars and the smaller footprint, a bike can safely overtake where a car driver wouldn't consider it. Filtering in slow moving traffic the biker is looking for acknowledgement they have been seen: eye contact in the mirror, a slight sideways movement to open the gap all help to confirm the biker has been seen and allow safe passage. When filtering in stationary traffic there is always the risk of a door opening and more caution is required than if the traffic is moving slowly.



Some classic bikes at the Flower Pots pub in Cheriton on a typical summer Wednesday lunchtime, with an extremely valuable Brough Superior (mid 1930s) in the foreground

S = Speed

There is little difference in this phase of IPSGA - just like a car driver, the biker plans to finish braking and have the vehicle at the correct speed before negotiating the hazard. With separate control of the front and rear brake the rider has finer control of balance and stability.

/continued ...

G = Gear

With a sequential gearbox there is no block changing like a car, but multiple down shifts without releasing the clutch have a similar effect, so brake and gear separation is different; the biker will be changing down during the last part of the braking phase of IPSGA to be in the right gear for the hazard. When coming to a halt the biker will often select a rolling neutral just before putting their left foot down. Thank goodness the IAM no longer requires the 'Hendon Shuffle' ([Google](#) it if you're interested). You will notice that bikers try to avoid coming to a halt by braking early and keeping it rolling.

A = Accelerate

Acceleration is exactly the same as a car: clear the hazard, good observation and acceleration sense.

Malk Monro

*Some more presentations of
Advanced Driving certificates
since publication of the
Spring Newsletter*



*Andrew Ballantyne (top) with his Observer, Gordon Egerton
Gillian Twiss (bottom left) (Observer Dave Stribling) with CSAM Vice Chairman, Tony Higgs
Joanna Schmidt (bottom right) with her Observer, Oliver Farley*

CSAM Events during the Spring

Members have enjoyed many interesting and enjoyable events since publication of the Spring Newsletter. To read about these events, Advanced Test passes and other Group news, either go to the [News](#) page of CSAM's [website](#) and select items or click on the individual links below.



Dead? or Dead Slow? campaign - 14 February

In the past 5½ years there were over 2,000 reported horse-vehicle incidents on our roads: 38 drivers and 213 horses died. Alan Hiscox, Director of Safety for the British Horse Society's "Dead? or Dead Slow?" campaign, explained its aims in this event arranged by the Western Forum.

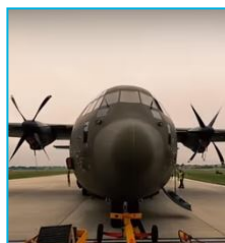
Read about it [here](#)



Life on a Submarine - 14 March

A talk arranged by the Western Forum by **Mike Curtis**, former Sub Mariner. Mike's talk was billed as a chance to "find out what life in a submarine is like", and that was just what we got: a real feeling of just how it feels to be part of the very special group of people who belong to "The Silent Service".

Read about it [here](#)



The RAF Air Transport Force - 21 March

A talk arranged by the Eastern Forum by **Squadron Leader Bill Ragg** (rtd) In his 30-year career Bill saw air transport aircraft improve from the Douglas C47 through the Handley Page Hastings to the rear-loading Lockheed Hercules.

Read about it [here](#)



CSAM's Desktop Rally - 11 April

Twelve intrepid members presented themselves at Pagham for the annual Desktop Rally devised by **Bernard Timbers** for the Western Forum's Members and guests. Four teams were formed, maps unfolded and magnifying lenses readied ...

Read about it [here](#)



Piazza Italia in Horsham - 14 – 17 April

CSAM and West Sussex Advanced Motorists jointly promoted their services at the Piazza Italia, with CSAM receiving over thirty serious enquiries. The experience was good, and we hope to develop our Group marketing at similar locations during the year.

Read about it [here](#)