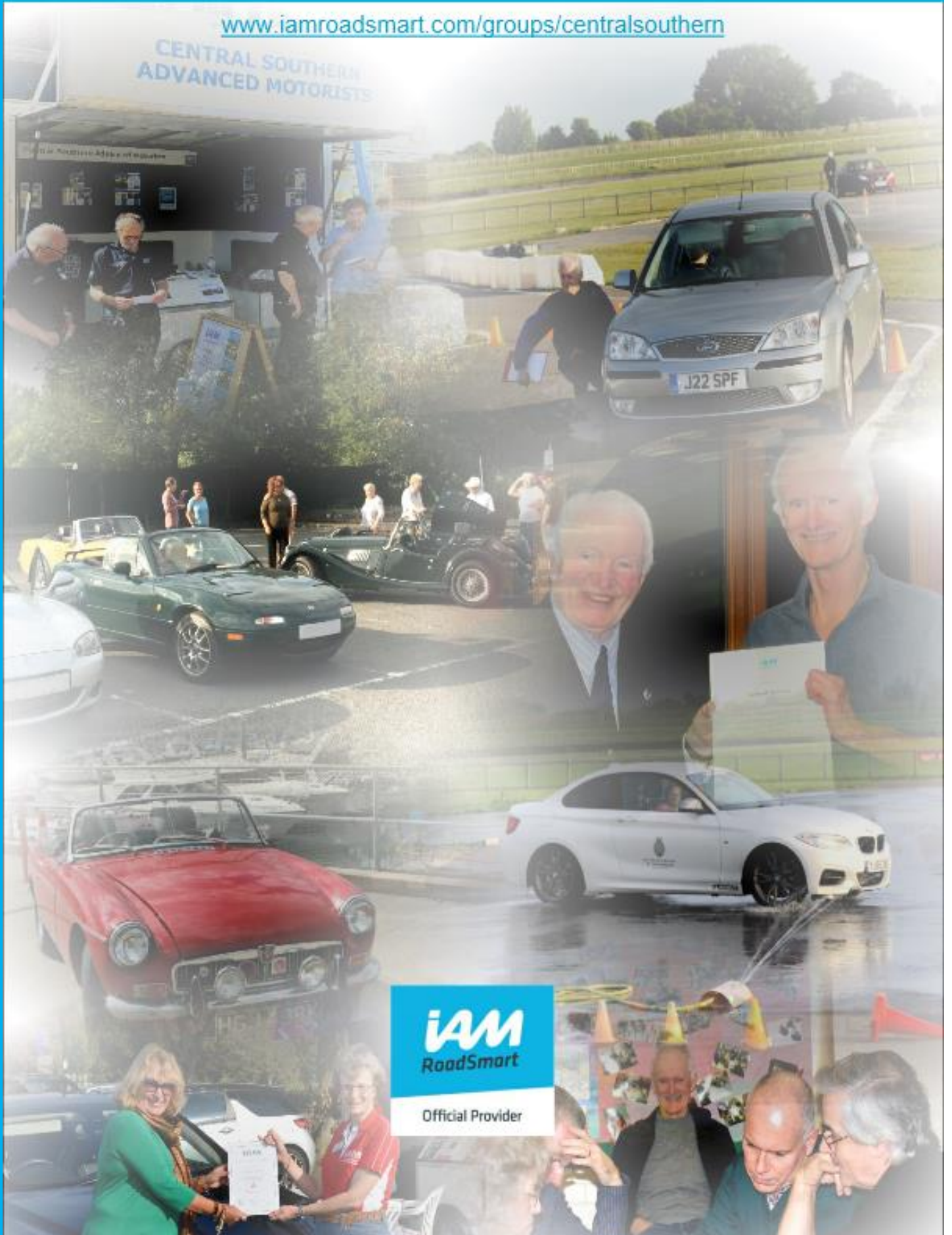


Autumn Newsletter 2024

CENTRAL SOUTHERN ADVANCED MOTORISTS

www.iamroadsmart.com/groups/centralsouthern



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CENTRAL SOUTHERN ADVANCED MOTORISTS

Registered Charity No. 1079142

From the Editor



Welcome to our Autumn Newsletter.

I will start by making you aware of a good video on YouTube about how drivers should behave on the road in the presence of emergency service vehicle who are using their blue lights and/or sirens.

Blue light aware www.youtube.com/watch?v=Sq_qBijChWk&list=PLv-FWw8ZZoSBLQqjd7Mj5vhn8w0_BQkOI&index=2

In August we had observers from our group representing IAM Roadsmart at the British Motor Show, along with employees from Head Office. Paul and I were on duty on the Thursday.



We spoke to several members of the public about the courses and assessments which we offer, although the general consensus was that we would have seen more people if the stand had been in a better position within the exhibition building. We were not on the main way through the hall unfortunately.

Jack Magen from IAM Roadsmart can be seen in the second photo where he is setting up an interactive question and answer application on an iPad which worked well and encouraged some people to stop and give us the opportunity to interact.

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In the picture below you can see a right turn filter green arrow in the middle of the junction.



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When I reached the stop line I knew that could not be right because traffic was still coming from the left. When I reached my destination shortly after and had turned off the ignition I googled who to contact. The first attempt gave me the street lighting department who said it was not them and they could not switch me through. A second google search got me the right department and I reported the defect, advised them that it was highly dangerous and that I would email them a picture from my dashcam once I was home. This I did and also told them that "I now believe that right filter light which is facing me should have been facing traffic coming from Titchfield Road from my left and has been turned through 90 degrees somehow. If that is what happened it would explain the phasing of the lights."

This resulted in the following reply from Hampshire County Council Highways department.

"Dear Customer,

Thank you for submitting your enquiry to Hampshire County Council Highways. Your enquiry reference number is 7158770

Enquiry Type: Carriageway Other Defect

Location: DAEDALUS WAY

Logged Date: 03/09/2024

Your enquiry will now be triaged by a member of the Hampshire County Council Highways team and prioritised according to our safety criteria.

In most cases our Highways team will need to visit the site to make an assessment.

We aim to complete an initial assessment within two weeks but this can be dependent on a number of factors, such as risk and severity. Due to the current high demand on Hampshire Highways services it may take a little longer.

Should you wish to track the progress of your enquiry or provide additional comments, you can do so via the Status Checker tool on our website - <https://www.hants.gov.uk/transport/highways/statuschecker>

This email has been automatically generated so please do not reply to this message.

Yours faithfully,

Hampshire County Council Highways"

Now who could possibly think that anything as potentially life threatening as this could possibly be subject to a delay of two weeks or more?

In the event they had fixed this in a week, but for a week they seemed to be happy to let all road users look out for themselves. I did hear later that there had been a bad road collision there a day or so earlier but I do not know that it was caused by a driver reacting to the apparent right turn filter light without actually checking that it was safe. Those of us with advanced training should check that it is safe to proceed, not to just go at a green light, but others with less experience, who knows?

I am always looking for articles for this newsletter, if you have anything to say which you think our members would appreciate please forward a copy to me.

Contributors, both old and new, would you please forward your work to my newsletter email address, editor@csam.org.uk.

Andy Wilson,

Newsletter and Website Editor

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 on the website 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 Events Page Link](#)

Date	Event	Location
Tuesday 8th October 19:00	CSAM Annual General Meeting 2024	BC

BC: Billingshurst Centre, Roman Way, Billingshurst, RH14 9EW

From Our Chairman



The time has come to write this my last newsletter as Chair of Central Southern Advanced Motorists. When I say the time has come, the time has actually past... but the usual nudge from Andy Wilson, our tireless Newsletter Editor, has prompted me to put fingers to keyboard this morning.

A huge "thank you" goes out to not only Andy, but to all the members of the Committee, past and present, for all their support and hard work. Andy does bear a special mention though, as he has put in an incredible stint at Newsletter Editor and is the only member of the Committee still present from the time that I joined.

This does bring me on to a point I have made many times before: the regular turnover of our membership through the various Committee roles is a sign of a very healthy group. Each time a role changes hands, it is an opportunity for fresh ideas and processes to be implemented within the group. I am sure this is one of the reasons CSAM is one of the best performing IAM RoadSmart local groups.

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I took up the position of Chair in January of 2020, now nearly five years on, this feels like such a long time ago. What has happened since then has been incredible for us personally and for the group.

The January committee meeting where I was co-opted on to the committee as Acting Chair was the last one, we held in person as our lives and daily routines were just about to be turned on their heads with the COVID pandemic and all the restrictions that that came with it.

As a group, we responded as well, abiding by all the guidance given by the government and IAM RoadSmart, and considering the personal circumstances and preferences of the Associates and Observers. A very big "thank you" goes to Phil Coleman and John France for managing this for us.

Somehow, we managed to weather this storm, and I feel in some ways we a little better off for it, as we now use modern technology to our advantage, holding virtual meetings which saves on both time and costs. Sadly, events have been an unfortunate casualty of the pandemic, with numbers prepared to attend evening and weekend events making them unsustainable. I do hope that the events agenda will resurface in time and a social side of the group can be rebuilt alongside the delivery of the Advanced Driver Course.

We have also seen quite a bit of turnover in our Observer numbers, with both the pandemic and the phasing out of the Local Observer status being a catalyst for some to hang up their observer bags. Another big "thank you" to all the Observers, past and present for all your hard work and commitment to our objective of road safety.

I am very pleased to see a good number of trainee Observers joining our ranks and our numbers are in really great shape; we all have Paul Davies to thank for doing such an incredible job as our most recent Chief Observer in managing this so well.

For me, I will marry a wonderful lady in November who brings so much joy and purpose to my life. I am also waiting for my house to sell before relocating to the Midlands, so will remain active as a CSAM Observer until that time.

As I write this, we are yet to have the AGM, so I will not spoil any surprises around the succession planning for the group, other than to say I am certain you will be in very safe hands with the new team.

It has been an honour to be the Chair of your group.

Thank you and good luck,



David Morris

Chair

Chief Observer's Corner



The end of August marks the end of another year for CSAM.

Over the last 12 months we have welcomed 56 new associates! We have also put 33 associates in for test with 31 passing. 9 of these with F1sts – well done to everyone who passed their test this last year.

The focus for this year has been training. We have 6 Local Observers training to become National Observers and I am pleased to say that everyone is progressing well and we are starting to see assessments planned and booked.

We also have a further 4 trainees undergoing their training programme. All of this would not happen without our observers supporting and helping trainees to get familiar with working with associates and understanding all of the processes and requirements of us as Observers for IAMRoadsmart. Well done and thanks very much!

As I say, we currently have 33 associates going through training with one of our 28 observers. We do still have a small waiting list in some areas and I appreciate those waiting to be allocated an observer.. We are working on this and thanks for your patience.

My three years as Chief Observer is coming to an end this October, and I will be stepping down from the role. I would like to thank everyone for their support and I have enjoyed the role immensely. Giving others opportunity to step up and do this important role is part of the Groups future success. Fresh and continuing turnover of volunteers is very important in terms of keeping our group going...not relying on the few to continually deliver and encouraging others to develop and take part. I am sure my successor will do a great job in continuing this ethos and I am happy to support and help them going forward as I was supported when I took on the role. Thankyou.

Is there a road sign thief?

It's alarming to see how many road signs are disappearing around our region. They are not actually being removed... but unmanaged vegetation is taking them over! This presents all sorts of concerns and safety issues and as an organisation committed to improving safety on our roads, its concerning me deeply.

The signs on our roads and road markings are an important part of the information phase for the system of car control and if that information is reduced, our knowledge, anticipation and preparation is reduced.... You will be aware that two agencies are responsible for road signage – the Highways Agency for Trunk roads and County Councils for other Road markings and signs. I suspect, just like our other favourite subject of potholes, the authorities wont react or respond, or think they are liable for any consequences unless they are aware of issues.

Traffic Order Signs such as Speed Limit signs, No Entry, Weight Restrictions etc need to be obeyed. Failure will result in increased risk of accident, injury or even death, as well as fines, points on your licence and more.

So entering a 40mph zone from a NSL.... How many people will spot these signs if they don't know the road (or even if they do).. (400yds up this road is a primary School)



We don't have to just consider overgrown signs. On a recent Observed drive in Billingshurst we observed a change of speed limit turning into a country road. I think this is clear enough?



Now in a situation like this, you would expect to see speed limit repeaters? Well 400 yards down the road we did.

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Hold on wasn't this a 40mph zone? several 30mph repeaters later, we entered a fully marked 30mph zone and on the opposite sides?



There may be several "reasons" for this anomaly and once we saw the 30mph, I can report that we dropped our speed to 30mph, but would most people? Would they see the repeaters? And what is the legal speed limit in this zone?

This is just a flavour of what we see around the County and we haven't even got to warning signs! For my part, I am reporting these things to the authorities to see if once they know about these things, they act to improve them? Lets see.

The same goes for poor or worn out road markings, they can present safety issues when it is not clear or obvious that lane markings are on the road. The A27 Roundabout at Arundel at the junction of the A284 London Road and access to Arundel is a good example.

So here is the National Highways website for reporting issues (Trunk Roads and Motorways)

<https://report.nationalhighways.co.uk>

For County Authorities, it may be one of several that cover our area:

<https://www.westsussex.gov.uk/roads-and-travel/maintaining-roads-verges-and-pavements/lights-markings-and-signs/road-markings-and-signs/#>

<https://www.eastsussex.gov.uk/roads-transport/roads/road-safety/improvements/signs-road-markings>

<https://www.hants.gov.uk/transport/highways/report-a-problem/brokensigns>

I have to also report that where recent speed restrictions have been reduced around the County I am experiencing more examples of breaching speed limits. At Coolham in West Sussex the area around the crossroads has been reduced to a 20mph zone. Over the last three drives through here we have been overtaken by vehicles whilst travelling at 20mph in these zones...These zones extend on quite clear and straight roads in some directions and the 30mph signs indicating an increase from 20mph to 30mph are clearly visible ahead, but as we know, the 20mph limit applies up to these signs but following vehicles are too impatient to wait and overtake well before the limit signs and well over 30mph! Is regulation improving safety? I fear not.

Paul Davies

Chief Observer

chief.observer@csam.org.uk

Membership Mumbblings

As summer turns to autumn, are you ready for the challenges that lie ahead? Whilst, I wouldn't describe driving in summer as easy, as the temperature drops, there are fallen leaves, more rain and the sun is lower in the sky, things become more demanding. In turn, these mean less grip available for braking and steering and the sun can make observations more challenging.

When it gets sticky, remember the golden rule: Stop in the distance you can see to be clear. If that means doing 35 in a national area because the sun is restricting your forward view so be it. The speed limit is a limit not a target and as advanced drivers we are always balancing progress and restraint. The driver on your bumper hasn't received the level of training you have so don't be pressured by them. If necessary, look for a way to allow them to pass you. Drive with skill and safety.

So to our membership numbers. We have 234 members in total which includes 161 Full members, 16 Fellows 45 Associates. I would like to congratulate and welcome 10 recently qualified associates: Richard Armour, Matthew Coster, Sienna Ellman-baker, Kevin Fry, David

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Hall, William Jeynes, Ellis Malone, Freddie Mayhead, Kate Nicholson and Simon Wigzell. Also, a warm welcome to our 8 new associates: Matt Brand, Helen-louise Catt, Richard Edwards, Chris Hillier, Tessa Reynolds, Stephen Searley, Sidonie Stevens and Geoff Sullivan – I hope that you are all enjoying the process of becoming an advanced driver.

David Stevens

Membership Administrator

National Eye Health Week was at the end of September and the following advert was put out by Sussex Safer Roads Partnership.



Ninety per cent of information a driver uses is visual, so it's crucial you ensure your eyesight is up to scratch every time you get behind the wheel.

Tips to talk to family members if you have concerns about their driving and eyesight:

- ☞ Talking to loved ones about their driving can be a difficult and sensitive conversation.
- ☞ Understandably, many older drivers are reluctant to give up driving as they worry about losing independence, mobility and identity.
- ☞ Talk to your friend or family member about booking in for an eye examination to help keep them driving safely for longer.

STOP THE PHONE CALL WHEN DRIVING

A video produced by the Kier Group, Kier Foundation and Nottingham Trent University, grounded in behavioural change theory, has been developed to help reduce the use of hands-free phones by professional drivers, by debunking the myth that it is safer than using a hand-held device in a project funded by The Road Safety Trust.

Despite being legal, research studies have demonstrated that hands-free calls can be just as distracting as hand-held calls while driving. As a result, an increasing number of companies are bringing in policies to ban both hand-held and hands-free calls while driving for work – but face an uphill task in convincing drivers to adhere to such policy as they consider being able to communicate in this way essential for business.

The project used a survey of over 400 fleet drivers and a focus group of experts to identify current 'myths' that people who drive for work rely on to justify hands-free use while driving, and to then create a road safety video that debunks them.

The resultant video, also created in collaboration with Esitu Solutions, was evaluated in a study that compared mobile phone use, and attitudes towards mobile phone use (both hand-held and hands-free), for a group of drivers who watched the video and a control group who watched a road safety video unrelated to phone use. The video is available for organisations to access via The Road Safety Trust website at <https://www.roadsafetytrust.org.uk/small-grants-awarded/kier-foundation-handsfree> Traffic Safety Roads In this102050

(Taken from the Graham Feest Consultancy's Newsletter, www.grahamfeest.com)

Parking Fine Scams

RAC has advised that The Driver and Vehicle Standards Agency (DVSA) issued a stark warning to drivers that scammers are sending text messages about fake parking penalty charges.

Thousands of text messages have been received by drivers across the UK, where the scammers claim to be from the DVSA.

The messages warn the receiver that they have a 'parking penalty charge', and that if they do not pay on time, that they might be banned from driving, issued with a large fine, or even be taken to court.

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Following the first scam text, many have received a second message threatening them to respond with 'today is the last day to pay your ticket' – or something similar.

The DVSA have reiterated that they do not issue parking fines to drivers in the UK.

They are urging those who receive a message that they can report the scam text messages to the National Cyber Security Centre. The DVSA do not need to be contacted.

For drivers who have already provided personal information, the DVSA urges them to contact Action Fraud Police (England, Wales, or Northern Ireland) or Police Scotland.

WATCH OUT DEER ABOUT! (Advice from Hampshire Police)



Deer rutting season is now underway in the UK and this runs until November.

What does this mean? This means that there is an increased risk of vehicle collisions with deer during this time.

What should I do if I hit a deer?

Do NOT approach or handle the deer - if injured or frightened deer can be very unpredictable and can pose further risks to people or the animal. Moving the deer puts you at risk so stay clear!

In any event call 999 and report where this is.

If you have WHAT3WORDS then this can greatly help getting assistance to you.

Why? Aside from the fact that they are living creatures, and should not be left to suffer. Deer can cause substantial damage to cars and also human injuries or even fatalities when hit. A

deer left in the road can cause a block in the road and means that road users are at an ongoing risk.

DON'T VEER FOR DEER

Don't oversteer to avoid hitting the deer, as much as everyone will try to avoid hitting the deer oversteering can cause worse accidents with other road users.

It is important to be DEER AWARE during this time, deer often travel in herds (multiple animals together) so if you see one it is likely that there are more. Slow down on country roads and in rural areas where deer are more common. Deer are also known to be in more urban areas and are most active during dawn and dusk.

STANDARDISED DRIVING ASSESSMENT FOR THE ELDERLY DRIVER

Data from the RAC Foundation shows that there are more than 1.65 million driving licence holders over the age of 80 in Great Britain. This age group now makes up around four per cent of all licence holders in the country, with almost six million people over the age of 70, including 510 of the age of 100. We know that 'elderly drivers' are more likely to be impacted by declining eyesight, reduced levels of flexibility, cognitive or memory decline, and increased medication use.

This has led to a new piece of research, funded by The Road Safety Trust with a financial award and due to be completed in 2027, will be carried out by the Parliamentary Advisory Council for Transport Safety (PACTS), The Older Driver Task Force, the Older Drivers Forum and the University of Warwick to evaluate the driving capabilities of elderly motorists to measure road safety benefits and inform future plans.

The project itself will be taking place in five different areas of the country where older motorists will be able to take a voluntary driving assessment - driving in their local area with an assessor. The assessment is described as "informal and confidential" and will see drivers receive a report about their driving and what steps they could take to improve their ability on the road.

It does not include any medical assessments or further advice as drivers are encouraged by the Older Drivers Forum to ask their workplaces to see if they can arrange an assessment or training course for them.

A number of local authorities already have on-road assessment schemes that aim to support older drivers to safer for longer. While experts are pleased with the progress of some schemes, there are hopes that a standardised approach would help improve safety and make drivers more confident.

(Taken from the Graham Feest Consultancy's Newsletter, www.grahamfeest.com)

SILENT APPROACH OF EV'S

47% of pedestrians are concerned about how quiet electric vehicles (EVs) are according to a poll conducted by Venson Automotive Solutions who also found that more than 27% of respondents had been surprised by a plug-in car's almost silent approach.

Many groups raised fear over the dangers around silent approaches of EV's in the early days before the market for such vehicles became strong. Most pedestrians, consciously and unconsciously, use their ears to prepare them for the approach of vehicles which often leads to proper, more effective looking before crossing the road and for those with impaired sight or suffering from blindness, sound is an essential safety warning.

This led to the EU researching the issue and introducing regulations to protect vulnerable road users in particular.

49% of those surveyed by Venson said they think the running noise of an EV should be a standard one that all manufacturers must use.

37% of those surveyed feel that car buyers should be able to determine the noise their EV makes in transit which could be chosen from a predetermined list of regulated options from the manufacturer.

13% believed that manufacturers should be able to have their own standard but regulated noise that differentiates their brand.

Currently, when an EV is being driven at low speed or in reverse, a noise automatically starts which can vary from artificial bells and chimes to those that mimic engine sounds or tyres moving over gravel.

26% said they would prefer EVs to have a noise that mimics a traditional ICE engine.

Popular choice

21% of road users would choose was a continuous low-decibel sound.

Venson says that without tighter regulation and greater consistency on the artificial noises a plug-in vehicle the safety of vulnerable road users could continue to be put at risk. It highlights academic research, published by the British Medical Journal (BMJ), that found pedestrians may be twice as likely to be hit by an EV or hybrid car compared to petrol or diesel vehicle.

(Taken from the Graham Feest Consultancy's Newsletter, www.grahamfeest.com)

Letters to the Editor

Dear Editor.

I would like to raise two topics for conversation within our membership.

1. Undertaking on Motorways

It seems to be increasingly the way many people drive. I am assuming that Advanced Drivers would never do that except where there is obvious permission to do so, for example when taking an exit ramp while lane 1 traffic is slow because of congestion.

But is it dangerous? If the vehicle is in lane 2 and you want to pass, you will have to go from lane 1 to 2, then to 3, and then back two lanes to lane 1. If you undertake, you just stay in your lane and go past. The latter seems to be the safest procedure.

2. Exceeding the speed limit

Consider a bunch of traffic on the motorway or dual carriageway that are all going at around the same speed, some low-powered cars are slowly passing others, but the bunch remains. If you have an EV or other ICE vehicle with good acceleration, you can quickly pass the whole bunch, but you will have to exceed the speed limit for a short time. The question is, which is safest? Quickly pass the bunch by exceeding the limit? Or bumble along at the beginning, then the middle, then the end of the bunch, but keeping to the speed limit?

Regards,

Chris Skerry Member 00 261 469

Dear Andy,

Thanks for the newsletter.

I have been watching with interest the discussions recently on TV about "Graduated Driving Licenses". The debate seems to revolve wholly around young drivers and whilst there is no doubt they do present a risk; I believe there may be a wider net which potentially should include any newly qualified/inexperienced driver irrespective of age.

Age is no barrier to inexperience and often whilst younger drivers have an inbuilt confidence the exact opposite could be said for older people just learning. Why have they not learned to drive previously? Lack of confidence, nerves, any manner or reasons which all have the potential to make them a risk.

Has any thought been given to this that you know of? Should there be a wider review encompassing older drivers? Does IAM have a view?

Just wondered what your thoughts were.

Dave

I replied to Dave,

Hi Dave, From IAM Roadsmart's Facebook account, exactly what you were asking for, a chance to air your views with head office.

"Join us next week for our latest webinar!"

Presented by Adrian Harding from the Young Driver Foundation and our Policy Director, Nicholas Lyes, who will be covering all things surrounding the importance of safe driving habits in young people alongside the pros and cons of a Graduate Driving Licence.

The event is free for all members on the 16th July between 18:30-19:30. Sign up here: <https://ow.ly/9z8U50SjYn8>"

I have raised the question "why limit graduated licences to young inexperienced drivers"

Best regards,

Andy Wilson

Editor

Although this webinar has now passed I would encourage all members to look out for IAM Roadsmart webinars and to participate in those where they find the subject to be of interest.



A businessman bought a paint factory in a small American town but realised when he visited the local fire department that they wouldn't be able to handle a big factory fire. All they had was a dilapidated pump truck and a few redneck volunteers.

So, he decided to put his faith in the nearby big-city fire department.

One day the plant caught fire. The city fire department was called and decided it was too dangerous to tackle the fire. They told the owner to let the fire burn itself out.

Just then the local boys came barrelling down the road, bell clanging and siren blaring, with the driver waving his arms to get everyone out of the way. The truck crashed through the barricades, through the plant doors and into the heart of the fire.

The firemen jumped out and started fighting the fire with hoses. Those without hoses used shovels to fling dirt onto the fire which was eventually put out.

The owner told the local fire chief "that was amazing! Thank you! Here's £10,000 for your fire department! How will you spend it?"

The local chief thought for a moment and said:

"Well, I don't know what we're going to do with the rest but first thing tomorrow morning that fire engine is getting new brakes!"

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USEFUL RESOURCES AS HYPERLINKS (Click or tap on the darker blue text)

[CSAM website Homepage](#)

[CSAM Newsletter page](#)

[IAM website homepage](#)

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

[Operation Crackdown](#), operated by **Sussex Police**, or [Hants SNAP](#) operated by **Hampshire Police** where drivers can report illegal/unsafe driving. For Nation Wide reporting by submitting dashcam footage website use the portal of dashcam maker [Nextbase](#) your camera does not have to be a Nextbase to be able to use this portal.

[Online Highway Code](#)

(There are some other interesting links here, too)

[Online pdf of Highway Code to download](#)

Searching depends on the device and the pdf reader in use

Hard copies of the [Highway Code](#) may be purchased here but this is printed on dead trees and has no search facility

For anyone who may be interested in [becoming an Observer](#)

If you are interested in taking a current version of a [Theory Test](#)

Suggested Advanced Driving videos, anything by [Reg Local](#) or [Chris Gilbert](#) on YouTube, both have worked as advanced police driving instructors.

PLEASE NOTE

The deadline for contributions to the next Newsletter is 30th of November 2024

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