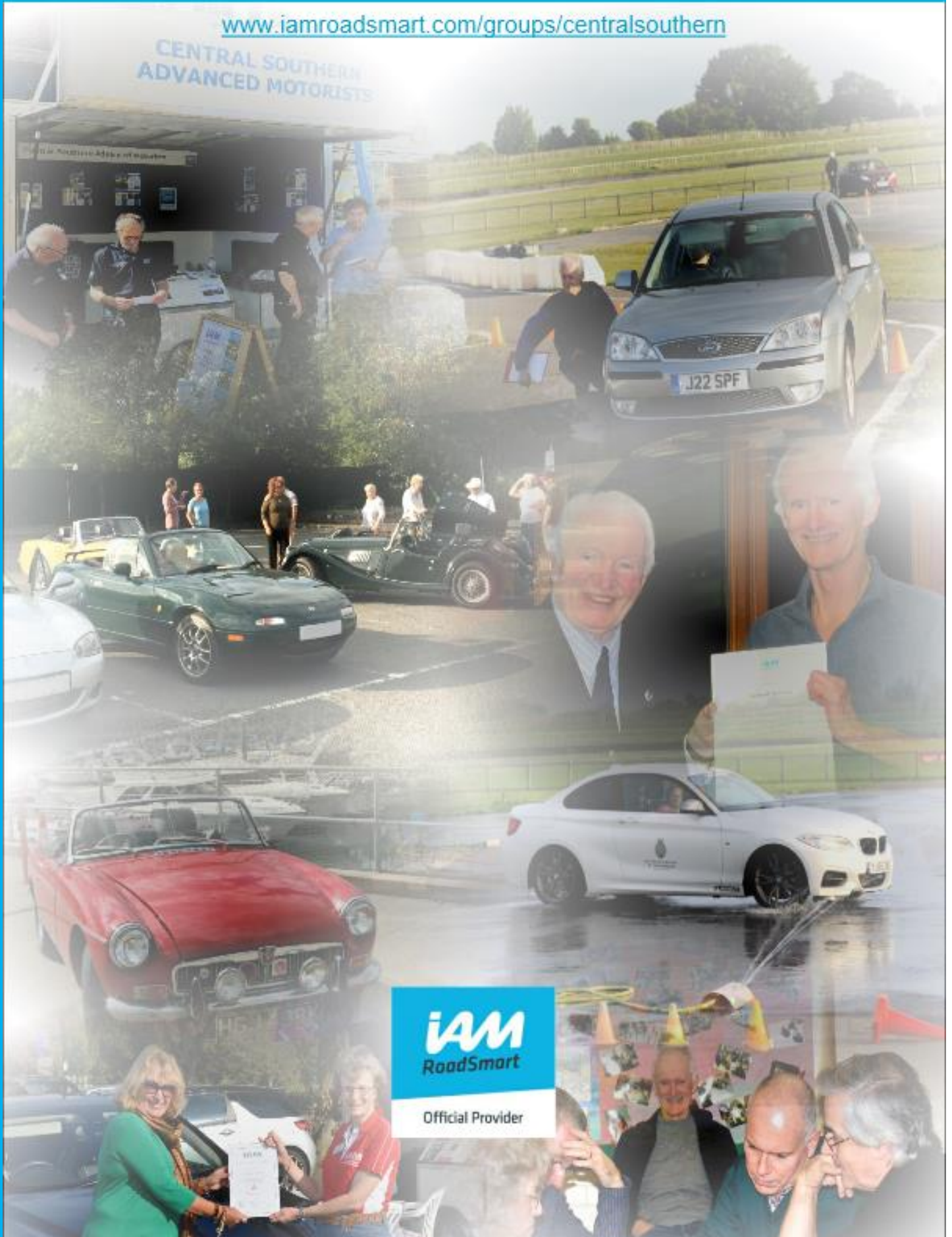


Spring Newsletter 2021

CENTRAL SOUTHERN ADVANCED MOTORISTS

www.iamroadsmart.com/groups/centralsouthern



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From the Editor



Welcome to our First Newsletter of 2021.

I had to take my car for its first MOT whilst in the current lockdown. The tester found a very small bulge on the inside of a rear tyre which would be difficult to find without having the car up on ramps and arranging a light so as to show shadows, I had not found it on my regular checks with a normal torch. The main dealer could not provide a premium tyre for the same day, in fact they were quoting a four day lead time and I need a legal car for the following day, so I contacted a local tyre specialist and arranged for my best front tyre to be swapped to the rear and a new pair of tyres to be fitted to the front, however they only had one tyre in stock and would obtain the second for fitting following day. With the first tyre fitted I happily returned to the main dealer and the car passed its MOT with the remaining part worn but still legal tyre on the front. When I got up the following day to go and have the second tyre fitted I noticed that the first new tyre had been fitted with over long valve which could be caught when manoeuvring close to a curb, especially so with modern low profile tyres and high curbs, so I requested that the original new tyre be fitted with a shorter valve whilst fitting the second new tyre. The garage were happy to comply with my request but I do not know if the fitter of the original valve was spoken to but I now know something else I have to check when purchasing new tyres in future.

Shortly afterwards the annual service was due and I was advised by the main dealer's service desk that the car was also due for a brake fluid change. This seemed early to me for a full fluid change but because I know brake fluid is hydroscopic, (it absorbs water), I agreed to have it done but requested a discount for having both done at the same time. I was pleased to receive an almost 50% discount on the brake fluid change so it goes to prove that it never hurts to ask. By the way I also received a significant discount of over £40 on each of the two tyres based on having two at once, even though they were actually fitted on consecutive dates because of their stock levels.

I read that e-scooter trials are shortly to be considered for Portsmouth, plans for an e-scooter trial will be considered at a virtual traffic and transport meeting on February 25. I would expect that if the trials go ahead there would also be an increase the use of private scooter which are currently illegal hoping to be unnoticed amongst the legal ones. Another hazard to be watching for. A second article in The News says that the Council has found a partner to run the scheme and that it is planned that during lockdown NHS and emergency service staff will get free use of the scooters, and a 75 per cent discount at all other times. There will be docking stations at all of the city's hospitals. With so much detail in the second article it would seem that the results of the transport meeting is a forgone conclusion.

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

CENTRAL SOUTHERN ADVANCED MOTORISTS

From Our Chairman



I thought for this newsletter, I'd share a little about my advanced driving journey. By the standards of most members, I'm a fairly recent recruit, having only passed my Advanced Driving Test in January 2013.

My father started to teach me to drive in deserted local car parks on Sunday mornings when my legs were long enough to reach the pedals. Prior to this he'd taught me how an internal combustion engine, gearbox, steering rack, hydraulics and suspension all work; the benefits of being the son of an engineer, even if I didn't fully appreciate this at the time.

Getting out on the road however was a different matter and suddenly there was more than just car control to cope with, but the hazard management, signage and a whole host of other stimuli to contend with. I am forever grateful that he broke down the learning experience into smaller pieces.

His passion for all things automotive was driven by the fact that even then, in the mid to late eighties, he had been a member of the Institute of Advanced Motorists for a quarter of a century, and remains a member to this day:

In the years from then to 2013, he gave me gentle reminders about "The Institute" and despite being a safe driver, how I would benefit. Unfortunately, a busy career involving far too much international travel always seemed to get in the way.

When I finished commuting to South Africa for work (yes, alternating two weeks in Johannesburg and two weeks in London) I decided to finally take the plunge, and when asked by my in-laws what I wanted for my birthday, I responded with the IAM Advanced Driver course.

I joined the Guildford based local group to allow my wife, Jacqui, to explore the delights of Guildford on the Sunday mornings while I went driving with one of their Observers. How similar this seemed to the Sunday morning's spent in car parks with my father, having someone critique my steering and braking technique.

Once I passed my Advanced Driving Test, and having really enjoyed the process, I immediately volunteered to become an Observer as I could see what a valuable service they provide. This modest, largely unrecognised, cadre of driving mentors slowly and steadily helping people, from nervous drivers gaining confidence, through to already competent drivers raising their game on the road.

At the time, Guildford was a pilot group in the transition to the current Local and National Observer qualifications; with the group having no Local Observer Assessors as their former Senior Observer were all in training for National status themselves, I was fast-tracked to National, and qualified in August of 2013. I remember my first solo run out with an Associate in September, this was probably the most nervous I've been in a car, suddenly the tables were turned, with the Associate was looking to me for guidance.

Like many committees across the country, the Guildford sees a combination of long-standing members rotating roles and the occasional newcomer. Still eager to help, I took on the long-vacant role of Vice Chair and later, with the unexpected resignation of the Chief Observer, I miraculously found myself in that role despite being one of the team newer Observers. In that

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capacity attended a CSAM Observer training event as a guest, and plagiarised it, rolling out a very similar format at Guildford which was very warmly received by the Observers.

Being Chief Observer, I wanted the National Observers within the group to become Masters qualified, so leading by example, I bought the course and started my training. What a shock this was. Masters reminded me of similar shocks in my professional career: you think the scale of competency is from one to ten, but by the time you get to eight or nine, you realise the scale goes to twenty, and so on. What the Masters taught me is that you can never stop learning, there's no irrelevant information, no detail too small to consider and factor in to your driving plan (and you cannot use the nearside mirror enough). In my view, the real goal of the Masters is to become your own mentor.

During this time, I stated to gain exposure to IAM RoadSmart central, with increasing dialogue with our Area Service Delivery Manager and others at Welwyn Garden City, culminating in joining the Strategy Group, later to be renamed the Local Group Engagement Committee which I am still a member of. How nice it was to see some familiar faces from CSAM around the table alongside others I knew from Wey Valley Advanced Motorcycles.

In 2019 I made the decision to switch groups, from Guildford to CSAM. While this move was based on a wide variety of factors, it also recognised of the fact that we live within the CSAM postcode allocation and therefore Associate allocation would be a little more sensible.

Having served several years on the Guildford committee, I had no intention of joining the CSAM committee, rather seeking to hide in the background as an Observer. But the best laid plans... no sooner than I had joined, we saw the sad resignation of the CSAM Chairman and in a conversation in an airport departure lounge, I said "if no one else puts their hand up by the time I come back, I'll do it".

When I accepted the role and was co-opted on to the CSAM committee in January 2020, none of us knew just quite what 2020 would turn into... the coronavirus.

So, an intense, but interesting journey with IAM, started by my father's gentle persuasion based on his positive experiences so many years ago. Thanks to him, I have also found the experience positive and rewarding, meeting so many interesting people on the journey.

Stay safe, on and off the road,

David

Chairman

Central Southern Advanced Motorists



Confucius say, man who runs behind car will get exhausted, but man who runs in front of car will get tired.

Recently, I've tried to make a car without wheels. I've been working on it tirelessly.

Chief Observer's Corner



First the bad news. At this time all on road activities are suspended and we have no outlook regarding restarting, so no Associates are receiving observed runs to prepare them for their tests. There have been no tests since 28 Oct 20, so I have no successes to report. We are unable to run any of the Northgate Sunday morning sessions, so our work to promote our work to the community has stopped.

Many of our Associates memberships have lapse and some have been removed from the IAM RoadSmart database (DARTS). Those removed or lapsed will need to talk to Welwyn before taking their tests, to reinstate their memberships. The following article appeared in the IAM RoadSmart weekly newsletter (Inform) 13 January 2021:

Associate Membership Extensions

In light of the current lockdown across the UK and uncertainty as to when government restrictions will be lifted to enable on-road training to resume, IAM RoadSmart will be automatically extending all Associate memberships to 30 September 2021. This applies to Associates who purchased an Advanced course after 1 June 2019.

Associates will be informed this week via the Associate newsletter. There is no further action you as a group or the Associate needs to do.

Membership status can be checked on DARTS but please allow 28 days for all records to be updated although this process is beginning this week.

CSAM is planning to continue with Associates training when possible, irrespective of their membership status, we owe our Associates this commitment. We will review each Associate before recommencing their courses to enable us to plan completion of their courses in the best possible way.

The Observer team will be completing practice sessions prior to restarting runs with Associates. The team's skills are very high and it is our desire to ensure that these skills are still up to that high standard before restarting Associate courses.

When we do restart, I'm that we will still need to follow the CSAM covid guidelines and instructions.

The Observer team is currently having virtual Observer meetings (training), these sessions are running at fortnightly intervals. The session held at the end of January was run by Stuart Haythorn, our IAM RoadSmart, Area Services Delivery Manager. The session covering IPSGA was very well received, with lots of help, advice and discussion. The plan is to run a full Observer Training day as soon as we can, in the meantime we will continue to run the virtual sessions.

At the end of February the Worthing group will be joining with CSAM. Eight former Worthing Observers will be transferred to CSAM. I have been speaking to them and I'm looking forward to them joining CSAM.

Phil Coleman

Chief Observer

Membership Mumbblings!



Hello, how are you? It has been a long time since I had the chance to talk to you all in person. I hope you are all coping with lockdown and that the warmer weather and lighter nights are making it easier for you to get some fresh air and exercise. With a roadmap to restrictions being lifted, a successful start to the vaccine roll out, hopefully we will start to see some of normality return over the coming months and the end to not being able to see friends and loved ones.

The last three months have been extremely busy for me and was a completely different experience to the first wave of the pandemic. As more of the country's infrastructure remained open, the amount of traffic on the roads did not change. In my line of work, it felt busier and the vaccine roll out was something on a scale I have never experienced. I felt more prepared this time, the masks, the twice weekly lateral flow testing and the first dose of the vaccine although did not remove being vigilant, it certainly took some of the stress away and provided a feeling of progress. After all of this, there will certainly be a lot to reflect on and I'm sure this will take time for us all.

I haven't been as quick as responding over membership queries of late, partly for the reason above and that I felt that it was the wrong time to alert members of expired membership. Over the next couple of weeks I will be going through the emails and will hopefully catch any outstanding queries and I apologise for the delay.

I'm sure many of you will be excited to go back on the roads and venture the country once more. I was walking over our local hill last week and suddenly realized that I could actually see further than I could travel (other than for work) at the moment. I have certainly missed the non-commuting road trips. I think it will take a long time for people to use public transport again so I suspect the roads will gradually get busier as the restrictions are relaxed. This may be frustrating for some, but I see this as a perfect opportunity to discover new routes and add more variance to trips.

With so much to think about at the moment it is so easy for bad driving habits to sneak back into driving. I decided to go back to the basics and assess how well I was using IPSGA and what I found shocked me. My gear change was faster and my approach to the roundabouts did not have smooth planning. Commute driving is not always the best time to practice but my solution is to do full commentary driving around the Chichester Bypass until corrected (plenty of roundabouts and gear changes). I thought I would mention this because you might not be aware of the effect the lockdown and the effect it potentially has on other drivers who do not have the same skills as you and potentially have not been driving for months.

I hope the summer will allow us to all meet up again, I've missed the drives, I missed the events and once they start, I am sure we will all have a lot to talk about.

Until then, stay safe and hopefully see you soon.

Matt

Membership Secretary

Associates' News



In the depths of Lockdown 3.0, there is no official activity to report to the Membership.

So, I would like to take this opportunity to explain one of the most important areas of the Associate Liaison role within CSAM.

When an Associate joins us, it is my role to find them an Observer as soon as possible so reducing Associates waiting time to a minimum. Sounds easy enough when I read it back to myself but, there's always a "but", matching a new Associate with an Observer takes time.

At the first point of contact, I try to establish the Associates expectations. Are they female or male, old or young, working or retired, are they an experienced driver or a beginner, why do they want to improve their driving, where do they live and what is their availability, are they prepared to travel to meet their Observer?

These are only some of the considerations, there are many more.

Having spoken to the Associate and gleaned as much information as possible, I then start to look for an available Observer.

Observers, as you know, come in all different shapes and sizes and with their own preferences. Without exception all Observers that I have contacted have been helpful, polite and considerate and only wish to improve the driving standards of our Associates.

I never thought I would say this, but I really do miss the contact with our new Associates and Observers

You may have read that IAM are producing online training modules for Associates which will be available in Feb 2021. Hopefully, these modules will help to fill the void caused by lockdowns and encourage everyone to improve their driving skills

John France

Associate Liaison



Tony Higgs

It is with great sadness that we announce the passing of Tony Higgs, Ex-Chairman of Central Southern Advanced Motorists, after a period of ill health caused by motor neurone disease.

Tony moved to our area and joined CSAM in September 2015 and he was pleased to be able to inform us on joining that previously, as he himself put it, "I had the honour of being Chairman of the Gloucestershire Group for two years"

Tony became Vice-Chairman of CSAM in 2016 and was elected Chairman at the AGM of 2017 when Dennis Clement stood down. As such Tony was the very first New Chairman of CSAM because Dennis had also served in that role at Chichester District Group prior to the merger of groups that saw the formation of CSAM.

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Unfortunately Tony had to unexpectedly step down from the Chairman's role in November 2019 for health reasons, although he continued to support CSAM in other ways as and when he could. His contribution to the group was significant and will be missed.

Our thoughts are with Tony's wife Barbara and his family at this very sad time.

(For anyone wishing to remember Tony, his daughter has said "We would ask you not to send flowers but instead, donations may be made in Dad's memory to the Motor Neurone Disease Association (MNDA) who have been hugely supportive during Dad's illness. If preferred, cheques made payable to the MNDA can be sent to Kevin Holland Funeral Service, 246 Chichester Road, Bognor Regis, PO21 5BA, 01243 868630 pat@kevinholland.co.uk. Funeral is scheduled for March 22nd")

Covid 19 Vaccination Programme:

Derek Williams, one of our team of Observers, and his wife Marilyn are Vaccine Champions, working with the NHS to get the message out to people. In this role he has provided us with news items which we have put on the news pages of the CSAM Group website to help keep our members updated and to speed up the journey to the time when we can resume normal group activities. The news is reprinted here for the benefit of members who do not regularly check the website and I guess most do not whilst there is so little CSAM activity to report.

23-01-2021

On behalf of the Sussex NHS, Clinical Commissioning Group (C.C.G), a number of volunteers including ourselves have received accredited training as Vaccine Champions in order to relay relevant information and encouragement for the Covid19 Vaccination Programme. The intention is to reassure anyone who has concerns about the vaccine and to confirm that nobody will be overlooked in the roll out.

Residents will be contacted direct in relevant age groups; for those not registered with a GP, and including the homeless, a phone contact will be available for them to secure an appointment.

Residents are advised NOT to contact their GP Surgery with enquiries as the vaccine is being co-ordinated through NHS England and GP Surgeries have no additional information. Vaccinations will take place either at designated GP Surgeries, large Pharmacies or Super Centres, with an ability for the housebound/immobile to be visited in due course, by a mobile NHS team. GP records will be updated when any individual has received their vaccination.

Vaccine Champions will be given up to date information on a weekly basis so should be able to respond to general enquiries, and will relay any unanswered issues to the C.C.G for a response.

For those absolutely in need of transport to attend their vaccination appointment, an appropriate phone number can be provided.

The vaccine is being provided free of charge to everyone, with an encouragement for uptake, whilst acknowledging that there will be those who decline to be vaccinated.

Please feel free to contact the Vaccine Champions with any pertinent enquiries. Derek & Marilyn Williams (mad07@btinternet.com) mob: 07733 132048

28-01-2021

Fresh warning over COVID-19 vaccination scams

The NHS is issuing a fresh warning to residents to be on their guard against fraudulent messages as new scams are being sent to patients.

This week there have been fresh reports that some people are receiving fake fraudulent calls, emails and text messages offering the COVID-19 vaccination.

In the most recent case people are receiving a notification of their 'vaccination appointment' and are being asked to confirm it by clicking on a link.

This looks very similar to the genuine texts being sent by GP practice vaccination teams and the NHS is worried people will be conned by them or will not respond to their genuine invitations.

The NHS has this advice for patients:

An official NHS text message will include details of your GP practice. It will also include details of the local vaccination service and its location;

Scam text messages and emails are not including local information such as your GP practice details or where you are invited to attend;

The COVID-19 vaccination is only available by the NHS and it is free – you will never be asked to pay for it or your bank details.

If you are worried about a text message you have received, please be assured you will remain on your GP practice list for vaccination if you don't respond.

17-02-2021

Vaccine update.

Over 65s (Group 5) should now begin receiving vaccine invitation letters, but with a slight change to previous arrangements; those eligible can book immediately via the National Booking Service for an appointment at a mass vaccination centre, either online via <https://www.nhs.uk/conditions/coronavirus-covid-19/coronavirus-vaccination/book-coronavirus-vaccination/> OR by telephoning 119.

As part of a National change this group it appears will not be contacted by local GP services though individuals may be able later to seek a GP appointment if unable to attend a Mass Vaccination Centre

People in Group 6 (at risk and informal carers) will be contacted by their local GP surgery for a specific appointment.

Anyone requiring clarification is welcome to contact us.

Marilyn & Derek Williams (Vaccine Champions) mob: 07733 132048

Ron Chestna 89 years of age was stopped by the police around 2 a.m. and was asked where he was going at that time of night .

Ron replied, "I'm on my way to a lecture about alcohol abuse and the effects it has on the human body, as well as smoking and staying out late."

The officer asked, "Really? Who's giving that lecture at this time of night?"

Ron replied, "That would be my wife."





The first man to get stopped for speeding...

It was 125 years ago, on 28th January 1896, that Walter Arnold of Kent became the first person in the world to be convicted of speeding. The speed limit was 2mph at the time, and a man carrying a red flag had to walk in front of the vehicle. But one day Mr Arnold took off at 8mph, without a flag bearer. He was chased by a policeman on a bicycle for five miles, arrested, and fined one shilling.

Mr Arnold was four times over the rather modest 2mph limit in the streets of Paddock Wood, near Tunbridge Wells in Kent. To achieve this feat today, a driver in most towns or cities would have to be travelling at over 100mph, which is probably a bit excessive.

The speed limit was changed later that same year to 14mph, but there is no record of Mr Arnold getting his money back. Nor is there any evidence that he was endangering life and limb, which used to be the criterion: the 1832 Stage Carriage Act introduced the offence of endangering someone's safety by "furious driving".

Just over 100 years later, the road safety charity Brake reports that male motorists are more than three times as likely as women to having driven at more than 100mph, because 'boy racers' believe they have more talent than the average driver. Police have caught one driver doing 120mph in a 20mph zone, another doing 152mph in a 30mph zone, and one doing an astonishing 180mph on a motorway. As Edmund King, AA president, points out: "Generally men have riskier attitudes towards driving than their female counterparts."

This affects us locally as well. Last August a car was logged at 70 mph in Lower Beeding in a 30 speed limit and a month earlier another was recorded at 65 mph also in a 30 limit. Sadly, this comes as no news to the locally manned Community Speed Watch who regularly witness excessive speeds on our familiar roads.

Let's go back to the policeman. We admire his athletic gumption to give chase to a car at 8mph and his determination to pursue a law breaker. However restrictive such a speed limit appears to us today, road use was very different then and a motor was a real terror to horse traffic. Times changed and so did the motors. Cars developed astonishingly rapidly and as a reminder of the pace of progress a mere twelve years later the average speed of a car race is recorded as 46mph, which is almost six times faster than our errand motorist without the red flag. As we've mentioned, our present errand drivers are speeding with reckless lack of consideration.

This is where the police come into our story again. Police forces in Britain were issued with cars as early as the 1920's, with a fleet of what were originally Model T Fords, the derisively termed 'Tin Lizzies'. By the 1930's all police forces in Britain had squad cars and with them an unenviable reputation for poor driving. The drivers were mainly young, fit men, well capable of driving in the sense of technical mastery, and professionally dedicated to the protection of the public. And that's where the problem lay. Beguiled by their role as guardians of us citizens, they drove over zealously and dangerously. Their accident rate was well above normal.

Something had to be done about it. Police driving behaviour was examined in detail and gradually a set of rules were devised to make better drivers out of them. The racing driver Mark Everard Pepys devised a driving System in 1937 to improve outcomes in police pursuits. Drivers were given special training, based on the System, most of which can be read now in The Police Foundation's handbook 'Roadcraft'. It was first published in 1955 and the latest

edition is from 2020, right up to date, much improved from the 1930's and amended for modern conditions.

There's a great deal of good sense in this handbook, none of it exceptional or really very surprising, but all of it relevant and highly effective. Take the police 'noble cause' attitude as an example. Responding to an emergency call, the enthused but inexperienced police driver, leapt to his vehicle and tore off, lights blazing and siren wailing. With all of his attention on the crisis on hand he was rapidly enveloped in a state of mind termed 'red mist'. All he saw was the road immediately in front and all he was conscious of was the urgency of his call. Far too often he became the emergency himself when his lack of accurate observation drove him into an avoidable accident; far from solving the first crisis he added another of his own.

Roadcraft shows how the approach to driving influences the entire driving event, and how problems on the road often begin long before the driver even gets into the vehicle. We need to start with a quick examination of ourselves, then the car followed by an assessment of the purpose of the journey and an overview of the wider world around us (weather, other drivers, time of day, visibility etc.) This isn't a mechanical recital of advisable instructions, but a frame of mind to be carried with us every second we drive. The most important part comes at the end. Finish the journey, switch off the engine and then pause. Reflect on what's happened, how we drove and what we could have done better. There's always something we could do better --- thinking we've few faults, or even no faults, is the worst fault.

Try asking yourself or a few friends if you consider yourself an above average driver? Nearly every man thinks he's above average, and quite a few women too. But we can't all be above average, and the more than 1,700 people killed annually on our roads shows that even that average isn't good enough. So many accidents are directly caused by driver error that the police have given up terming them accidents and call them collisions instead. Nearly every collision is caused by drivers failing to see what's there. They glance around and see what they expect not what's actually happening, often they misjudge other's speed or intentions and the inevitable happens. This is so common, in collisions involving motor bikes in particular, that the police have coined a term for it: SMIDSY, or "sorry mate, I didn't see you".

Not surprisingly then, the prime theme throughout Roadcraft is the constant beat of gathering information. Observation lies not only at the heart of good driving but is the lifeblood as well, flowing through the veins of conscientious driving. We persistently observe ourselves, the car, the scene around us and what we guess other drivers are going to do. Observing by itself isn't enough, of course. We take in information, assess it by rank of importance, plan what to do about it and change the plan when things change.

Try this simple experiment. Describe a highly dangerous road scene. We tend to think first of bad weather and high speed -- perhaps a downpour on the M1 late at night. Or we might consider a twisty road up a Welsh hillside with sharp rises and hairpin bends. How many would think of Billingshurst high street on a Saturday morning? There's a 20mph speed limit but that's far too fast to avoid the toddler trundling from behind daddy's parked car and right into you. Or the shoppers who inconveniently remember a forgotten item half-way across the street and turn on a heel to go back, barging into you. Or the delivery van with open doors and the inattentive deliverer running right over to the newsagent. The street is dangerous because there's too many varied users, many different modes of travel, too much unpredictable destinations and too much attention anywhere but on the road. On the M1 we're all going in the same direction and all are in vehicles; in Wales we can see the road and are

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conscious of the stress on our car's performance; but in Billingshurst there's near chaos, and the probability of a mishap is far greater.

There's a great deal more in Roadcraft well worth pondering upon and even more worth putting into practise. You can get it at booksellers though reading it isn't enough. Like all skills, good driving comes with effort and attention, changing the casual habits of a lifetime by shrewd observation and precautionary evasion. Put its deceptively simple instructions to good use and revise every day every journey.

Fortunately, there's help at hand to do a good job. Much impressed by the success of advanced driving for the police, an enterprising group set up a similar programme for the general public. The aim was, and is, to teach the techniques of responsible driving using the police format though adapted for civilian use. Pursuit driving and emergency responses are not requirements of normal life, but careful assessment of potential hazards is.

The Institute of Advanced Motorists run courses of observed drives leading to an advanced test, usually given by a highly trained police examiner. Now called IAM RoadSmart, it remains as dedicated to road safety through driver training every bit as much as it did when founded back in 1956. Over these sixty-four years hundreds of drivers have passed the test and their driving record afterwards shows its value. They are materially less likely to have an accident, and those they have are less serious than the untrained.

There's an IAM RoadSmart group based in Chichester, called the Central Southern Advanced Motorists, and they offer a taster session in Northgate car park on many Sunday mornings in the summer. There are plans afoot to do the same from the Pavillion's car park here in Horsham. It's not definite yet but we could well manage it and if we do we'll keep you informed.

Try out your own driving and if you're encouraged then try for the course and the test. Remember it takes 100% effort to get it. 10% to pass the test, 40% to do the series of observed drives, but 50% effort to decide to do it in the first place.

Safe motoring. REFLECTOR. (Oliver Fairley)

Letters To The Editor

I was interested but disappointed in the article on speeding in the latest IAM magazine.

Much space was given, as usual, to the psychology of driving and the categorisation of different driver types that suggested varying attitudes. I have no problem with this in itself and support the use of psychology in trying to change drivers' attitudes and beliefs and improve their awareness and management of risk. I have been in road safety all my life and was most recently part of the process using such techniques to persuade errant drivers to change their ways rather than being prosecuted in the courts.

Psychological techniques have both short term and long term potential for making change but I was never convinced that the most recent changes to the process of which I am currently aware, were the full answer for a significant section of the driving public. What's missing, in my opinion, is factual information which can be very effective alongside the more 'mindfulness' education techniques. Some of the information I refer to is included in these 'diversion' courses which are offered instead of prosecution. But the psychology aspect is done to death in my

opinion and often 'goes over the head' of many participants. These courses are very much compiled, promoted and managed by psychologists which accounts for what I think is the imbalance.

An extremely effective tool is contained in 'diversion' courses and it demonstrates relative impact speeds but this is overwhelmed, as I say, by the psychological stuff. I refer to the information that many years ago along with Sussex police, I helped to compile for my local IAM Group and elsewhere. As a fleet trainer working with a major national fleet driver training company, I was also involved with promoting similar information about relative impact speeds and actually demonstrating them to customers (see below). Spending more time on this information rather than the presenter being 'bullied' by the course writers/organisers to move on too quickly to other subjects would, in my opinion, be a significant improvement in the knowledge and awareness of drivers as regards the consequences of speeding.

Yes, these courses deal with consequences but drivers don't normally believe they will ever experience the real bad stuff for themselves. That's all part of the way that 'attitudes and beliefs' drive behaviour which is again another element of previous courses that was presented in an effective and straightforward manner and which has been lost along the way. What drivers can easily relate to is the speeds they drive at but are unaware of the day-to-day potential consequences of just a few miles per hour over the limit.

It's also interesting to note that the majority of driving instructors I have ever had contact with as part of my former life, are similarly unaware of these relative stopping distance and impact speed data. Indeed, some that do know about them are lacking sufficient awareness themselves about the subject that they will often seek to disprove or doubt the figures. Whichever camp they fall in - and most are absolutely gobsmacked at the information - this is profoundly worrying given that they are at the forefront of trying to promote safety awareness in young learner drivers. The government agency tasked with regulating driver training i.e., the DVSA, has been persuaded by the 'psychology brigade' to impose coaching techniques on driving instructors which again, has merit but tends to ignore some learners' needs in the pursuit of this psychological/coaching holy grail.

I'd like to see the IAM and other organisations using the information that's already out there as I've described. I don't pretend that it's the answer to speeding but I believe it would be an effective tool sitting meaningfully alongside the other strategies to create a better balance of knowledge and awareness.

Thames Valley police set a cardboard cut-out of a person at the distance that a vehicle on that particular day could stop at 30 mph. They then braked at precisely the same point at different speeds. The impact speeds were as follows:

At 32mph, the pedestrian was hit at 11mph

At 35mph, the impact speed was 18mph

At 40mph, the impact speed was 26mph.

A similar set up was done for higher speeds. At the point where the 70mph car stopped, the same car travelling at 80mph (many drivers see no harm in this!!) would still have been travelling at 38mph,

At 90mph, it was still travelling at 57mph

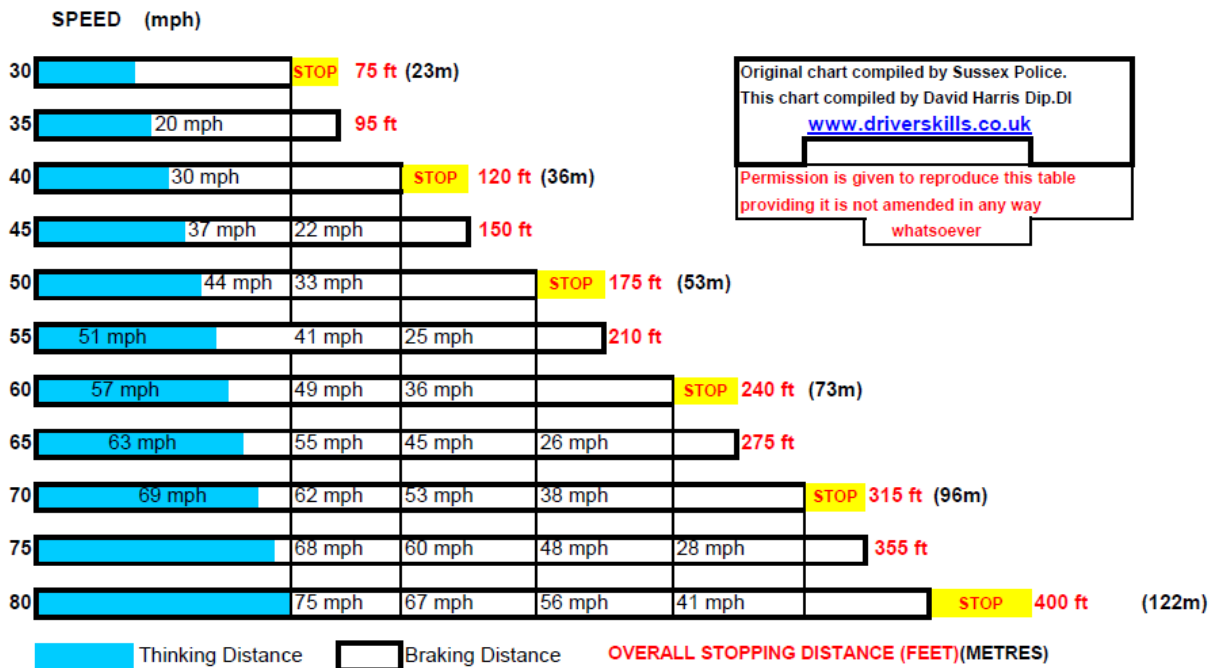
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At 100mph, the car was still travelling at 71mph.

It should be remembered that in these experiments, the car was fully serviced and roadworthy in all respects, the weather was fine and dry with a good surface and the driver was concentrating 100% on the task. So arguments about increasing motorway speeds from those who are unaware of this stuff together with most drivers' lack of adequate following distance plus the temptations these days of all sorts of distractions, falls on deaf ears and rightly so.

Dave Harris

STOPPING DISTANCE AND RELATIVE SPEEDS



This chart shows how overall stopping distances are crucial to safety. For instance, if a car travelling at 30mph has to stop in an emergency, it can stop within 75 feet (dry conditions etc). A car travelling at 45mph would still be travelling at 37mph when the first car had stopped.

(Letters to the Editor can be sent by any format, mail, e-mail or carrier pigeon and do not need to be as long as Dave's great thought provoking submission above. Letters may be edited in order to reduce them in length when published.)

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A mate said he saw several elderly men repairing shoes in the back of a van. I reckon it's a load of old cobblers.

Sorry I'm late traffic is exactly how it's been every day for the past 5 years and I was not expecting that.

My mum always used to say "40 is the new 30". Lovely woman... banned from driving.



If you have the inclination it's never too soon to talk to us about joining the Committee; we are currently in need of a Vice Chair, Young Persons Representative and a Social Media Coordinator.

Normally the Vice Chair would also be Chair Designate, able to deputise for the Chair should they be unavailable for any reason and ready to step up when the current Chair steps down.

The role of Social Media Coordinator is not an arduous task and the updating on our various media accounts would be able to be undertaken at your convenience but would assume that you are currently active on Social Media.

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The Young Persons Representative would also be a younger person themselves and able to connect well with both our younger current group members and also to communicate well with potential new young members.

It is possible that the Young Persons Representative and the Social Media Coordinator roles could be undertaken by one person.

Each of these roles would also present the opportunity to influence the future of Central Southern Advanced Motorists via a seat on the group committee. The posts are unpaid, voluntary positions, although you would not be expected to be out of pocket and pre-agreed expenses would be reimbursed.

For further information about any of these roles please contact David, our current Chairman, using the contact details on page one.



For those still traveling to work be grateful that your route does not include traveling on Columbia's TRAMPOLIN DE LA MUERTE Highway. Watch out for further pictures in this series, suggested by Malk Monro, in later newsletters.

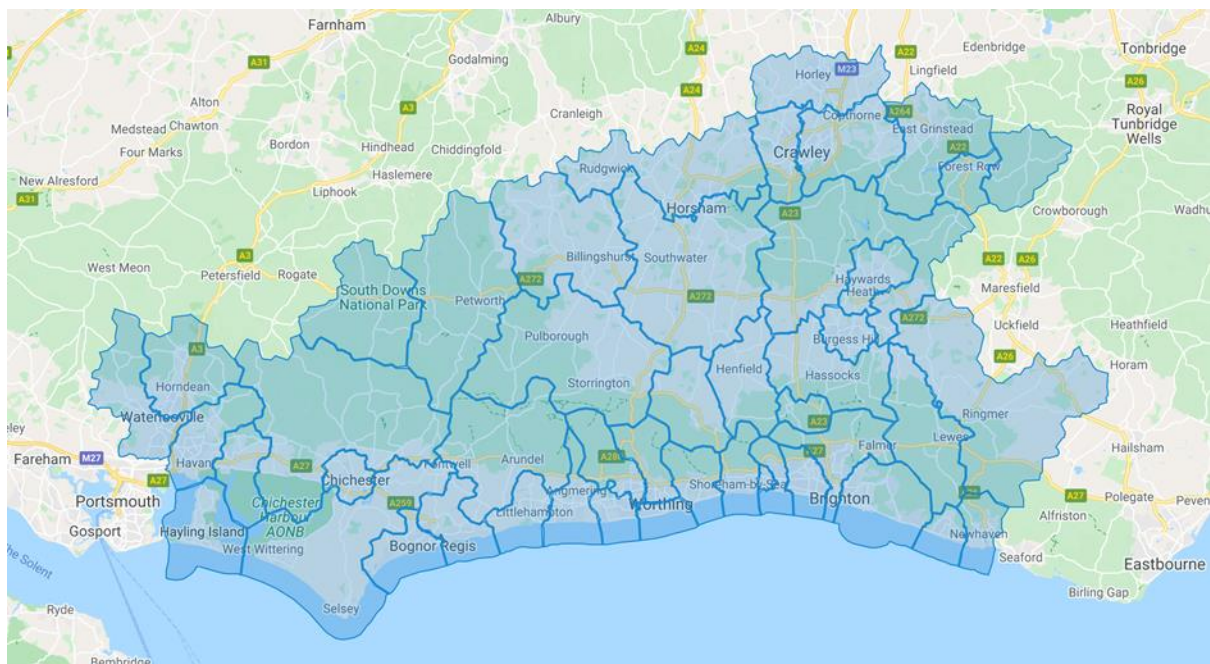
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Welcome to WAM

Today (1/3/2021) marks the completion of the transfer of Worthing Advanced Motorists into the Central Southern Group. While it is always sad to see a local group cease its operations, I would urge you to think of this as a new beginning, as we will be taking the best of both groups and move forward. As a prime example, we will continue to run the Better Driver course and aim to roll this out to a wider audience across our entire area.

With assistance from IAM RoadSmart, Members who consented to do so will be linked to CSAM. Please be aware that due to staff furloughs within IAM RoadSmart, this may take a little longer than expected, but rest assured you are now Members of CSAM (even if the admin takes a little while to catch up).

Given how central the town of Worthing is in our new combined area, I see it becoming a very prominent location for future events and meet ups:



I am very encouraged by the news of last week showing a proposed timeline to ease the restrictions that we are all living under. We are looking forward to getting back to normal, starting with observed runs, once it is safe to do so.

I look forward to meeting you all at future events.

Stay safe, on and off the road,

David

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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](#)

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

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 April 2021