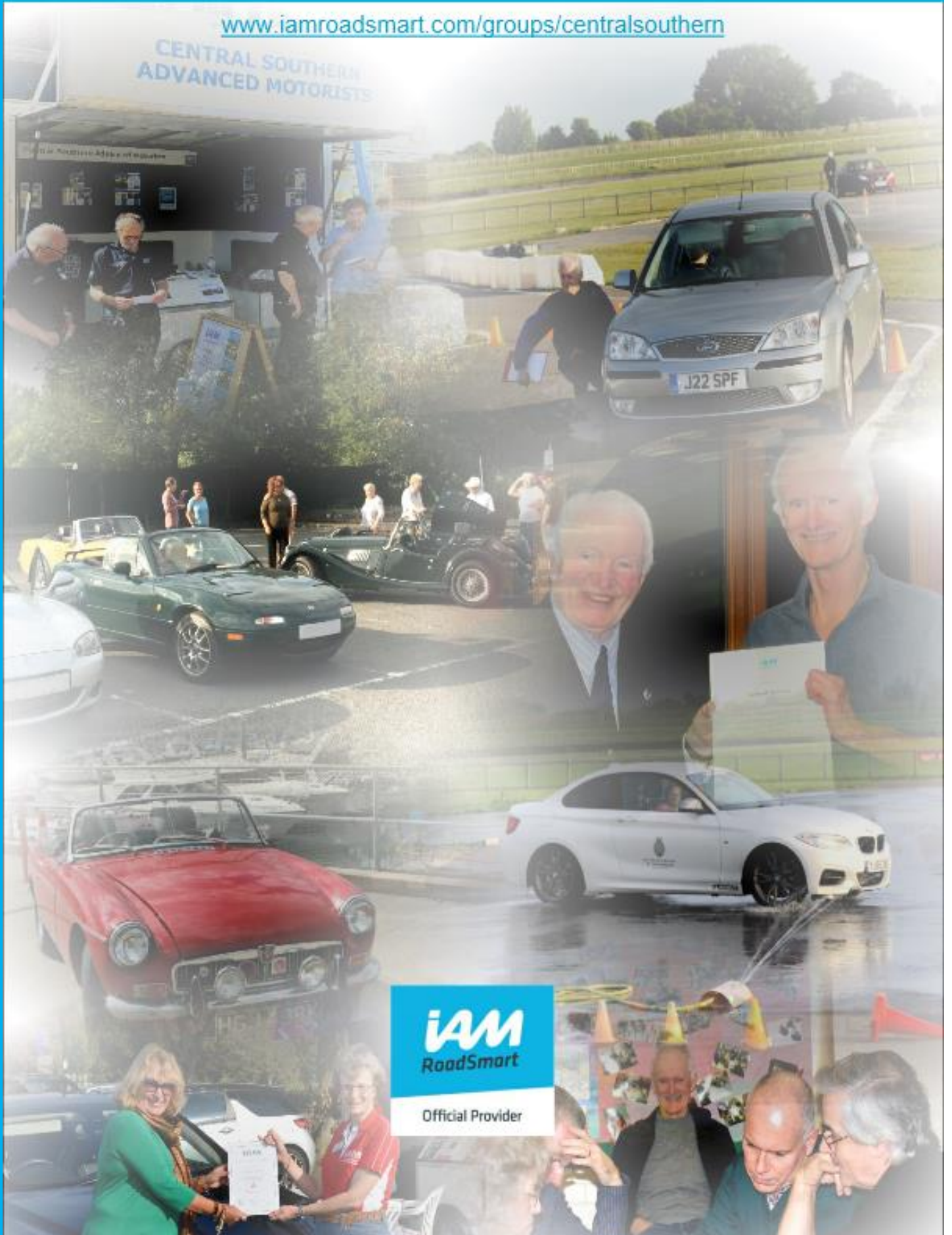


Spring Newsletter 2023

CENTRAL SOUTHERN ADVANCED MOTORISTS

www.iamroadsmart.com/groups/centralsouthern



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From the Editor



Welcome to our Spring Newsletter.

Where I live we have a new bypass which has a merge in turn sign where two lanes become one. Based on my own observations and on the comments on local pages of social media “merge in turn” or “zip merging” are concepts which many drivers are not familiar with. Perhaps we could do with better public education on this and other driving topics, like we used to get in the form of public service television adverts and newspaper adverts.

Google have an Artificial Intelligence system called Bard, (Bard is an alternative to ChatGPT which hit the news recently when students were using ChatGPT to produce written course work), and I had a chance to try it out whilst putting this edition of the newsletter together so I gave it some questions or tasks.

Me; Are men or women the better drivers?

Bard; *There is no definitive answer to the question of whether men or women are better drivers. However, there is some evidence to suggest that women may be safer drivers than men.*

A study by the Insurance Institute for Highway Safety found that women are involved in fewer fatal crashes than men, and that they are also more likely to wear seat belts and drive at safe speeds. Additionally, a study by the National Highway Traffic Safety Administration found that women are less likely to be involved in aggressive driving behaviors, such as speeding and tailgating.

It is important to note that these studies do not prove that women are better drivers than men. They simply show that there are some statistical differences between the two sexes when it comes to driving. Ultimately, the best driver is someone who is safe, responsible, and obeys the rules of the road.

Me; What makes a safe driver?

Bard; *A safe driver is someone who is alert, responsible, and obeys the rules of the road. They are also aware of their surroundings and drive in a way that protects themselves and others.*

Here are some tips for being a safe driver:

Be alert. This means being aware of your surroundings and paying attention to the road and other drivers. Avoid distractions, such as talking on the phone or eating while driving.

Be responsible. This means following the rules of the road and driving at a safe speed. Don't drink and drive or drive while tired.

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Be aware of your surroundings. This means being aware of other drivers, pedestrians, and cyclists. Check your mirrors and blind spots frequently.

Drive defensively. This means being prepared for the unexpected. Be ready to stop or slow down if necessary.

Be patient. This means not getting angry or frustrated with other drivers. Allow plenty of space between you and other drivers.

Be courteous. This means yielding to pedestrians and cyclists, and not honking your horn unless necessary.

By following these tips, you can help to keep yourself and others safe on the road.

Me; write an article on safe driving the roadcraft way.

Bard; *Roadcraft is a driving technique that is used by police officers and other emergency services drivers. It is based on the idea of four phases of car control: observation, planning, execution, and recovery.*

Observation

The first phase of Roadcraft is observation. This means being aware of your surroundings and paying attention to the road and other drivers. You should check your mirrors and blind spots frequently, and you should look ahead to see what is happening further down the road.

Planning

The second phase of Roadcraft is planning. This means deciding what you are going to do. If you are going to turn, you should check your mirrors and blind spots again, and you should signal your intention. If you are going to change lanes, you should check your mirrors and blind spots, and you should signal your intention.

Execution

The third phase of Roadcraft is execution. This means actually doing what you have planned. If you are turning, you should turn your steering wheel in the direction you want to go. If you are changing lanes, you should move your car into the new lane.

Recovery

The fourth phase of Roadcraft is recovery. This means recovering from any mistakes you might make. If you make a mistake, you should take corrective action as soon as possible. For example, if you start to skid, you should steer in the direction of the skid.

Roadcraft is a safe and efficient way to drive. By following these four phases, you can help to keep yourself and others safe on the road.

Here are some additional tips for safe driving the Roadcraft way:

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Obey the speed limit. Speeding is one of the leading causes of accidents. The speed limit is there for a reason, and it is important to obey it.

Be aware of your surroundings. Pay attention to what is going on around you, both on the road and in your surroundings. This will help you to avoid accidents.

Be a defensive driver. Be prepared for the unexpected. Other drivers may make mistakes, and you need to be prepared to react to them.

Be patient. Don't get angry or frustrated with other drivers. Allow plenty of space between you and other drivers.

Be courteous. Yield to pedestrians and cyclists, and don't honk your horn unless necessary.

By following these tips, you can help to keep yourself and others safe on the road.

From the answers to my questions we can see that Google are well on the way providing an intelligent system to produce written works for people. I would not want to be a teacher in today's world and having to try to judge whether a student had produced a work themselves or they had just put a question to something like Bard. I can assure members that, apart from this article, Bard will not be taking over the content of our newsletter.

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
Saturday, 22nd April, 09:30	Training day for all CSAM Observers and those training to become Observers. Anyone interested in training please contact our Chief Observer chief.observer@csam.org.uk	BC

CENTRAL SOUTHERN ADVANCED MOTORISTS

Saturday, 13th May, 12:00	Burgess Hill Driving Test Centre Open Day	Test Centre
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BC: Billingshurst Centre, Roman Way, Billingshurst, RH14 9EW

From Our Chairman



Last week I took my first Associate out on a drive since the last COVID lockdown. It was great to be back in the passenger seat again delivering the course. Thankfully I had a lovely Associate who is already a very conscientious driver.

I must admit to a little nervousness prior to going out on the run it had been so long since my last one; but just a few minutes into explaining POWDERY everything was fine and I was back in the routine again.

I recall a similar nervousness when acting as Chief Observer at Guildford Advanced motorists, and then again as Chair here at Central Southern Advanced Motorists.

With the benefit of a little time to think on this over the weekend, I've come to the realisation that this feeling of nervousness is a good sign.

Nerves are a symptom of us placing a degree of importance on the impending activity. That importance tells me it's a worthwhile activity.

Speaking of being Chair of the Committee, the most important task in this role is to ensure all the other roles are filled, with the Vice Chair being the successor to the Chair.

We have already had to restructure the Committee a little, merging the role of Associate Liaison into the responsibilities of Chief Observer and the Observer Team Leaders when John stepped down. It's a little early to report on how well this is panning out, but we should have a much clearer picture come the AGM in October and we will update you all on this change.

At that AGM, Andrew Coop will not be standing for re-election as Treasurer, so we I once again call on you to consider joining the Committee. The role of Treasurer is one we cannot restructure for! If you are currently a CSAM group full member, but not active in the group, I'd encourage you to give this some thought.

At the risk of stealing a little of Paul's thunder, I was so pleased to see a new batch of Trainee Observers attend a training event at the end of February with some of the Team Leaders there also.

So I suppose what I am trying to say in this article, is please do think about helping out in some role or another, it's a really rewarding way to spend a little time.

David Mesquita-Morris

Chair

CENTRAL SOUTHERN ADVANCED MOTORISTS

Chief Observer's Corner



2023 has got off to a positive start for associates and observers alike. We have had 11 tests so far this year, with the majority of the results being F1rst! The rest were passes, except for one who didn't quite make the standard. This just reminds us of how much effort does go into preparing for the test and passing the advanced driving test is not a forgone conclusion.... The tireless efforts of our volunteer observers does keep our pass rates for the group at an exceptionally high standard and we should all be proud of that. Just take a look at our website to see the associates who have passed and who their observers were. Well

done everyone!

This year we also welcome a revived observer training programme and currently we have 5 trainee observers undergoing their national observer training. This is great to see and is an essential part of maintaining an active and broad based observing team. Welcome to the following people and thanks for all your time and help. Dave Smart, Susan Stevens, Lucy Penn, Alistair Watts and Tony Harper

We hope to have these observers ready for assessment later this year. This will add to our observer community across the area that we operate in.

IAM have announced that the Local Observer qualification is to be removed from 1 April 2024, and that just one nationally recognised observer qualification will remain – the National Observer. Because of this we also have a number of Local Observers training to become National observers which is also great news.

Potholes? How does they affect your driving? Potholes are becoming a major issue on our roads, locally and nationally, and the IAM are already highlighting the issues of damage to our cars (Pothole Mayhem 6/1/23) and what to do to both avoid damage and also how to go about reporting potholes and any damage to your vehicle.

As advanced drivers we know about the importance of good observation, providing time to anticipate, prioritise and plan actions to avoid and reduce hazards. Potholes sadly come into this calculation much more often and as a result often leads to a much slower progress to reduce danger, sacrifice of position that can reduce vision and safety and lower speeds of progress. Be aware and consider those around you who may not see potholes until much later, and give as much notice and information about what you are planning to do. Let's hope funding can be prioritised to make our roads safer and easier to navigate.

The DVSA (Driver & Vehicle Standards Agency) are having an open day on May 13th at their Burgess Hill Driving Test Centre between 12pm and 3pm. CSAM along with a number of other IAM car and bike groups will be present as well as emergency services. It would be good to see members and feel free to pop in and say hello!

Looking forward to the longer, warmer days and some nice spring/early summer driving!.

Safe driving everyone.

Paul Davies

Chief Observer



Driver & Vehicle
Standards
Agency

Burgess Hill Driving Test Centre Open Day

Saturday 13th May 12pm – 3pm

Come and join us for our DVSA community
engagement and road safety event

Find out about all the different work we do
to keep the roads safer for everyone

Come and chat with our Car/Bike /Lorry
examiners

Meet & Greet with our local Emergency Services

Discover more about the Institute of Advanced Motorists

Mod1 Demonstration and Motorcycle clothing chat at 12.30 and 1.30

Meet the ADI Enforcement and CBT Bike Team

Burgess Hill MPTC

William Way, Victoria Business Park, RH15 9AG

Helping you **stay safe** on **Britain's roads**

Membership Mumbblings

With the worst of the winter hopefully behind us, we can hope that better driving conditions are on their way. What does the advanced driver make of a spell of warm spring sunshine? Certainly, it's unlikely you'll hit an icy patch with the temperature (albeit only just) in double digits but our roads are suffering with many potholes. I think the greatest danger that these present is drivers veering around them without Taking sufficient information from the environment before making their decisions. Potholes are hard to observe at distance, so make sure you are scanning (front and back!) well enough to understand your safe options all the time. A cracked alloy is a small price to pay to avoid knocking a motorcyclist off.

Yes, the weather is kinder but as advanced drivers, we still need to use IPSCGA as fully as we can to keep, us and everyone else, as safe as possible.

So to our membership numbers. We have 236 members in total which includes 163 Full members, 15 Fellows and 48 Associates. I would like to congratulate and welcome 4 recently qualified associates: Ion-gabriel Alexe, Patrick Barham, Paul Ceccherini and George Swietlik. Also, a warm welcome to our 8 new associates: Mark Alleyne, Joe Baldock, Ed Cotcher, Martina George, Janette Lyman, Graham Peel, Stefan Rijnbeek and Matt Shelton-Smith – I hope that you are all enjoying the process of becoming an advanced driver.

David Stevens

Membership Administrator

Associates' News

After working in this post for longer than originally intended John France has now stood down from Associate Liaison, the tasks of this office are currently being undertaken by our Chief Observer and his teams. Many thanks to John for his great work in this area over the last few years.

With merging of Associate Liaison into the responsibilities of Chief Observer and the Observer Team, as previously mentioned by David, this separate part of our newsletter will in future be absorbed under Chief Observers Corner.

Treasurer

Andrew Coop has indicated that he wishes to stand down from the role of Treasurer at this year's AGM, if any of our members has an interest in helping to support the group as our treasurer after Andrew could they please contact our Chairman in the first instance. Contact details are on page one.

Important Appeal, Can You Help Tow Our MDU?

CSAM have a mobile display unit, about the size of a small caravan, which we use at various events in the area to attract new members and publicise IAM Roadsmart. We need more people to volunteer to tow this unit. It would need collecting from near Chichester and driving to the event and then returning after the event.

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Any volunteer would be able to claim mileage for the round trips, CSAM does not expect volunteers to be out of pocket when working for the group. If you are able to tow, have access to a suitable vehicle and wish to help out in this role please contact Paul Davis by email chief.observer@csam.org.uk and advise him of your availability to tow.



Husband: "Honey, the neighbour is washing the car with his son again!"

Wife: "Poor kid! Go over there and tell him to use a sponge instead."

What kind of cars do people in Norway drive?

Fjords

My driving instructor told me to pull over somewhere safe.

Two minutes later he said, "Why haven't you pulled over yet?"

I said, "Because we're still in Manchester."



£1,000 WORTH

There's a website called Sussexlive which carries news, sport and what's on in Sussex. A page from it was sent to me by email and it certainly raised eyebrows.

Here's what it said:

'Drivers warned these common polite gestures could get you a £1,000 fine.

- Flashing your headlights
- Waving to say Thank You
- Using hazard lights to say Thank You
- Beeping on a bend at night'

What do we make of this?

Back to the Highway Code (HC) and a quick revision of what exactly it says. (The HC is a summary of road legislation, intended for the lay man, but it can be used in court as persuasive evidence and drivers are assumed to be familiar with it.) Each section cites the relevant law which of course takes precedent in a court case. Page 142 of the latest edition lists 47 Acts.) Let's test each of the above "shock, horror" headlines with what the HC actually says.

Flashing headlights:

Paragraph 110 states "Only flash your headlights to let other road users know you are there. Do not flash your headlights to convey any other message or intimidate other road users" (We agree about not intimidating others.)

Apparently, the website had in mind the flashing of headlights to warn approaching traffic of a speed trap, which might be construed as obstructing the police in the execution of their duties. That raises the doubt that some police forces were quite pleased that warning was given as it slowed the traffic down and lessened the burden of enforcement. On a side note, many satnavs have a speed trap warning signal and in France it used to be illegal to employ them, on the principle of evading law enforcement. A number of unaware British drivers found themselves paying on the spot fines for using their satnav quite innocently. Know the law of a country before you drive there!

The text above says "do not" and is in normal print. If the instruction is a legally binding one, the HC prints it in bold red. The introduction to the HC says "Many of the rules are legal requirements disobeying is a criminal offence (involving) penalty points, fines, disqualification, and prison. Such rules are identified by the words MUST/MUST NOT (in red)." It goes on to say "Although failure to comply with the other rules of the Code will not in itself cause a person to be prosecuted the HC may be used in evidence in any court proceedings under the Traffic Acts this includes words which use advisory wording such as 'should/ should not' or 'do/do not.'

Back to our flashing headlights. The intention of the HC rule is that flashing headlights are a substitute for sounding the horn, and should have one meaning only, namely "I'm here." That's fine in principle but common practice is another matter. A flashed headlight can often mean "Thank You" or "Proceed, I'm giving way." A simple thanks is good manners and should

be no cause for complaint, but the second common use can be ambiguous and occasionally dangerous.

We had a good example of exactly this on the A24 a few weeks ago. We were in lane 1 approaching the exit of a layby which was on a slightly curved section of the road and the exit had been obscured by a van entering the layby. Three vehicles, lead by a HGV were leaving to join the dual carriageway. We were boxed in by traffic in lane 2. How should we let the truck driver know we were there? A flashed headlight is correct under the HC but could well be interpreted as permission to exit. A horn sound might not carry well enough over the traffic noise. We held the flash lever for a steady few second which turned on the headlights at main beam to attract attention. It worked, the truck slowed, and we all passed safely. Quite clearly, relying on the HC interpretation here was a risky idea.

Waving to say, 'Thank You'.

The argument against doing so rests on paragraph 160 which says, in part, "drive with both hands on the wheel where possible. This will help you to remain in full control of the vehicle at all times."

So far so banal. It's not possible to keep both hands on the wheel all the time, just think of gear changing. A simple wave in exchange for a favour is common courtesy and it would be impolite not to acknowledge little acts of assistance from others. Note that the text says, 'where possible' and 'remain in full control'. Any overzealous police objecting to a courteous wave would have to prove that the gesture compromised full control and we doubt such a claim would prove successful unless highly erratic steering was attributable solely to the wave.

As a side remark, we always encourage simple good manners to aid all driving, and the use of the left hand to wave thanks. The right can be covered by the roof support, the A frame as it was once termed, and the left is easily visible.

Hazard lights to say Thanks.

This is a common gesture when a driver is allowed out in front of oncoming traffic and the flash of the hazards shows to the rear to say Thanks. Rule 116 is quite limiting in the use of hazard lights. There are two main uses allowed. Firstly, when your car is stationary and is blocking traffic; secondly when you want to warn traffic behind of an obstruction ahead. Hazard lights may then be used briefly while driving but only for long enough to ensure the signal is observed. The rule forbids the use of hazard lights as an excuse for dangerous or illegal parking, with which we agree, and in passing note that the use of amber lights on moving vehicles is restricted mainly to those limited to less than 25 mph. Again, common practice is often quite other. Hazards are often employed on towed vehicles, for example, and common-sense says that's not unreasonable. Equally, common-sense says a brief "Thank you" with a hazard flash is not a culpable offence.

Beeping on bends at night.

The rules are clear on this one. You must not use the horn in a built-up area between the hours of 11.30 and 07.00 except when another road user poses a danger. At night we would usually use the headlights but if for example a blind person staggered onto the road then it would be quite legal to sound the horn as a fair warning. In any case, headlights are much more useful at night than the horn so this piece of alarmism seems far-fetched.

The website seems to us to have been concocted to raise alarm rather than genuinely inform, and most drivers will accept the warning of a £1,000 fine with a grain of salt. Obviously we follow the HC in our driving but also we stay aware of the common variations used by others. They might not be strictly legal, but they are a fact of daily driving. While we may not grant ourselves the licence to employ them, we'll keep a look out for those who do.

There're three principles to keep in mind:

- ...avoid an accident
- ...protect the vulnerable
- ...and, obey the law.

Plus, the vital one:

In extremis, break any law to safeguard the first two rules.

Oliver Farley. (a.k.a. Reflector)

Living With An Electric Vehicle

As previously published last summer, after a nine month wait, I took delivery of a fully electric Volkswagen ID.3 Family Pro Performance. I optioned two additional items namely a heatpump (to improve cold weather efficiency) and alloy wheels (because I didn't care for the dustbin lid type wheel covers on the steel wheels). Since many of you are probably considering switching to electric at some point in the future I've decided to share my experience thus far;

Charging at home;

I'm fortunate to have a driveway and consequently had a home charger installed early 2022 before the government grant was discontinued by OLEV (office of low emission vehicles). The charger I have is a tethered Wallbox Pulsar Plus and delivers charging at 7kwh. Most of my charging is done on the Octopus Go night tariff between 0030-0430 at a cost of 7.5p per kw.

Since my car has a 58 kwh useable battery that means I can increase the battery's SOC (state of charge) by roughly 50% at night. This equates to £2.21 or the equivalent of around £4.40 for a "full tank"!

The reason my car has 58kwh "useable" battery capacity is because the top end is capped by a couple of kWh to stop the battery cooking when 100% charge is reached and at the bottom end at 0% to reduce the risk of running out of fuel/energy.

Public charging;

There are currently around 35,000 electric vehicle charging locations in the UK (for those "waiting for Hydrogen" there are roughly three hydrogen locations - used to be four!).

Public chargers are a mixture of AC charging (typically up to 22 kwh charging either tethered or attaching your own cable), or DC fast charging which deliver up to 350 kwh depending on the charging capacity of your car. (My car can charge up to 125kwh, a Tesla up to 250kwh, a Porsche 350kwh).

Battery care;

Care must be taken to preserve the life of the high voltage battery in my VW. The operating instructions recommend not charging above 80% and parking up for an extended period of time. Charging to 100% is fine prior to a journey. You need to be mindful on a long journey too that like a mobile phone the charging speed tapers off after around 80%. Therefore the time it takes to charge from, say 20% to 80%, can often be the same amount of time it take to charge from 80% to 100%. Unlike an ICE (internal combustion engine) car you have to move away from the concept of "filling up". Personally when I stop for a charge on a long journey I plug in for as long as it takes to use the rest facilities and have Costa Coffee!

Another way to ensure good battery management in the winter is to ensure that, when arriving home with less than 40% charge AND the temperature is at or below 0C, the car is immediately plugged in and charged to at least 40%. This avoids potential damage but can vary by battery type or manufacturer.

Long journeys;

Despite what you read from oil company sponsored propaganda in certain media publications long journeys are entirely possible. I often drive to a daughter in Exeter stopping for a breakfast either Stonehenge (Costa) or Wincanton (McDonald's) and to another daughter up on Merseyside stopping at either Banbury Cross (Costa) or Stafford (Starbucks). My charging stops are invariably high speed chargers and I pay with my VW RFID card at a reduced price with monthly billing. There are also a limited number of Tesla charging locations available which, whilst more expensive, are very efficient and quick.

Last summer I also drove to our son in Zurich, Switzerland. It's a journey I've made many times in my previous petrol and diesel cars. I estimate the journey was about an hour longer door to door owing to my unfamiliarity with the car (5 weeks old!) and the cost around £30. After depositing a friend's luggage and bicycle I continued on a few days later to our usual place in Tuscany via two 30 min high speed Ionity charges at Gotthard and Piacenza.

Negatives;

During the cold winter weather range can drop by as much as 30%. This can be mitigated by greater use of the heated seats and steering wheel which run off the 12V battery and not overdoing the cabin temperature. This is not necessarily a problem on a longer journey as the car monitors it's energy consumption and, provided you are using the VW navigation, will plan an appropriate charging stop based on current energy consumption and real time charging station availability (the map shows a red dot if occupied, green dot if it's free).

Being a relatively heavy rear wheel drive car the factory fitted Bridgestones wore down fairly quickly. I now drive on Michelin Cross Climate 2 tyres which offer tremendous grip and reassurance during the cold and the wet.

I hope you found this piece useful. If any of you are considering the leap into EV ownership please feel free to email me on poundhillstrings@aol.com, follow me on twitter @tom_string or join the VW ID.3 UK Facebook group if you have one on order (be aware a mildly revised model is about to launch).

Tom Stringer

Advanced Driver m00483977

An active Retirement.

I have previously been encouraged to pen an account of outside activities and thus far modesty has always caused me to think it conceited, but as I approach what will probably be the last leg of Observer duties, maybe now is the time!

Marilyn, my wife, and I joined British Red Cross during 1993, when I was still working, and I became a member of the then Crawley–Horsham iam group in 1996; after relevant training with Chief Observer, the late Frank Merritt, I was inducted into the role which I have held since 1998. As our group dwindled, and after a period as Chair of Crawley-Horsham, amalgamation with Chichester meant the creation of CSAM where I have continued to fill the role of local Observer until present.

Meanwhile, volunteer Red Cross activities in Sussex for wife and me jointly meant much training both in First Aid and, subsequently Ambulance crew duties involving numerous external exams and some training with South East Coast Ambulance(SECAMB); the iam skills now came into play as I took on more challenging driving roles, including delivering patients to London Hospital appointments and numerous long distance Patient transfers throughout U K; included in these we had requests to transport various elderly persons from our area to locations in the North, Midlands, Wales and the South West, generally involving overnight accommodation for us due to the distance involved. The closure of Nursing Homes after CQC inspections also saw our involvement in the sensitive movement of those persons displaced to alternative and more appropriate accommodation.

The list of First Aid/Ambulance duties extended to 20 years consecutively at Ardingly South of England show, and including Eastbourne airshow, half marathons and numerous smaller events all of which required careful preparation and time resourcing in between necessary work and domestics. There followed a request for me to undertake a Blue Light Driving Course and thankfully the IAM background now came fully into play; not only did I need to establish existing skills, but these would be tested externally and, if to a satisfactory standard, a further Blue Light assessment would be applied to successfully complete the training. During a week long practical Course the four exemptions were outlined: Red Traffic Lights, Exceeding the Speed Limit, Wrong side of an Island and Pedestrian Crossings – BUT all at the individual Driver's discretion and it's your licence – safety paramount! Using the 'System' became doubly important to gauge the response of other road users when using Blues, as reactions could not always be predicted. We were then inducted into the local NHS Ambulance Service, performing regular voluntary Reserve backup duties for a period of some ten years, filling ever present gaps in cover. We would routinely report locally for a nominal 8 hour shift -often over running - and then await instructions, being drafted across Sussex as required, but often to the Brighton and Worthing areas – though Eastbourne, Chichester and Crawley were on our radar. As experience was gained we learned to expect the quote 'you're the only available crew' for a Red Call (Emergency) – update us on scene. Over the months we were tasked with many incidents, some of which were critical and including road traffic crashes, though on other occasions we might find that the patient could just as well have made their own way to medical assistance.

Apart from these activities, over what is now 30 years we have also been tasked by Red Cross with attending a number of major Emergency incidents including Lewes Floods, Shoreham, Gatwick Tsunami survivor reception, Eastbourne Hotel fire, Merton Gas explosion, Essex wildfires and Grenfell Tower. At Lewes, and more recently Grenfell and Merton together with

other volunteers our remit was to assist with a Rest Centre – usually Community/Church premises- assisting the local authority by providing physical and emotional support together with clothing, Hygiene needs, baby items and ensuring a supply of food and hot drinks; similarly, post the Indonesian Tsunami at Gatwick we undertook basic First Aid and psychological support as survivors came off aircraft.

As life moves away from some of these activities,- and age begins to show its onward march - we remain providing regular emergency response at the request of the local Fire Service, where during and after a domestic fire residents require practical, and emotional support, but this continues to involve my iam system training when driving any Red Cross vehicle to such incidents.

Oh, and for relaxation I am an active member and Secretary of a local Probus men's group together with an involvement in a national Pensioner organisation.

Derek Williams

(Thanks Derek, Derek is one of our long standing National Observers)



A CYCLE OF RESPONSIBILITY

The most recent revisions to the Highway Code are now just over a year old, and we can observe how some of the changes have worked out for us in Horsham. The major change was one of fundamental emphasis with a hierarchy of road users with the most vulnerable given the greatest priority. The very first element in the code ranks road users by their vulnerability and lists those who should 'reduce danger to pedestrians.' It then goes on to say that 'ALL road users... have regard for their own and other road users' safety.'

With this in mind, we have made a few observations on road manners on our local roads.

Driving up a narrow rural road towards town we came across a good example of both types of careless assertiveness which all too often are the precursors of collisions. A cyclist in front laboured up the steep hill and wobbled around in the centre of the road which is too narrow for lane markings. His progress was tardy, and we drove at a crawl with no chance of overtaking. This didn't please the car which zoomed up behind and attempted to urge us all onward by driving too close. Sure enough, once the crest of the slope was reached our impatient follower swung out vigorously and shot ahead out of sight.

Both were at least partially in the wrong, one for insisting on his right to occupy a lot of road width while travelling at walking pace, while the other simply vented bad manners in racing away having bullied the rest of us.

Our conclusion surely should be that while the Highway Code conveys rights, those rights also entail responsibilities. Consideration for others is good manners as well as prudent.

Not far away, at a suburban road the early morning traffic is dominated by school children. Over several days we counted how many children on bicycles had lights and of a total of fifty cyclists four out of every five were unlit. They weren't alone in their obscurity. Too many morning runners are in dark clothes and are invisible to motor traffic.

There's no excuse for either group. A small LED light costs pence, and a flashing one attracts attention sooner, red behind and a clear one forwards. Similarly, reflective arm bands are cheap and were even issued free by the local bus company at one time. They come in strips which flex over the arm, and can be used with any clothing.

Pedestrians in particular are warmly recommended to employ some means of catching drivers' notice, not least because of their right of way over the turning traffic when crossing junctions. Too often pedestrians are distracted by mobile phones and can easily step out into disaster.

Solutions are easy: light up to be seen, cyclists, and reflective bands for walkers please.

Oliver Farley. (a.k.a. Reflector)

For anyone who does not have a current version of The Highway Code a free .pdf version can be downloaded here [Online Highway Code](#) this way you can keep a copy on your phone.

Letters to the Editor

Dear Andy

Every year, and 2023 is no different, I get frantic emails from motorists who have accumulated many parking tickets and fines because they did not update V5 Vehicle Registration details when they moved house. As a result, they have found that unpaid Penalty Charge Notices have mounted up and have even been registered at Northampton County Court.

The most recent email I received was from a motorist whose fines have mounted up so much that there were bailiffs at the door!

Therefore at the start of each year, I remind my subscribers to check their V5 Vehicle Registration details and look at the name and address section to confirm that it is up to date and accurate (do check the spelling too!).

The good news is that updates and corrections can be done on line in less than 2 minutes.

[Please feel free to forward this email to friends and relatives]

It's important to update your V5C because not only is it a legal requirement to do so but if you don't Notices to Owners and Moving Traffic Penalty Charges will be sent to your old address and you are likely to miss appeal dates with serious financial consequences.

The change can be made on line at <https://www.gov.uk/change-address-v5c>

You must also change the address on your driving licence and vehicle tax Direct Debit (if that's how you pay).

Yours sincerely

Barrie Segal

Dear Andy

I'm responding to your request for ideas for the newsletter...

Well, I've been thinking for a long time about the situation for disabled drivers who passed the advanced test but have since been afflicted in one way or another...

What is the possibility of providing an advanced test for disabled drivers? The car is my life line as I can't walk any distance and my husband doesn't drive.

Every time I'm in the car I apply everything I learned on the course, planning ahead, good spacing, cornering, awareness of traffic around etc., but there are some things that I can't do. I have to allow for the effect of pain in manoeuvring so can no longer "make progress" in the same way as before. I must keep my speed to the level I know I can respond correctly. My husband would soon tell me if he thought I'm no longer safe, but it would be helpful to have a standard to maintain, applicable to my ability now.

I just wondered if a test could be devised bearing in mind the limitations of disabilities?

What do you think?

With thanks for all the good things you do to encourage safe driving for us all,

Susan Morley

Dear Susan,

You have raised a valid point, I have forwarded your email to our Chief Observer with a view to getting an article for the next newsletter.

I suspect that we would be more likely to arrange check drives for disabled members that take account of their disability with the usual feedback on completion rather than a separate test. This however is my opinion and I await our Chief's reply.

Andy Wilson

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A driver was stopped by the police for driving at excessive speed in the middle of the road. The driver responded to the police's accusation, saying that it was okay because it said in his license "tear along the dotted line"

Three drunk men get in a taxi. The driver immediately noticed they were drunk, so he started the car and turned it off.

The first man gave him the money, the second man thanked him, but the third man slapped the driver. The driver was surprised that he noticed.

Driver: "Why?"

Third man: "Why did you drive so fast?!"

CENTRAL SOUTHERN ADVANCED MOTORISTS

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 31st May 2023

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