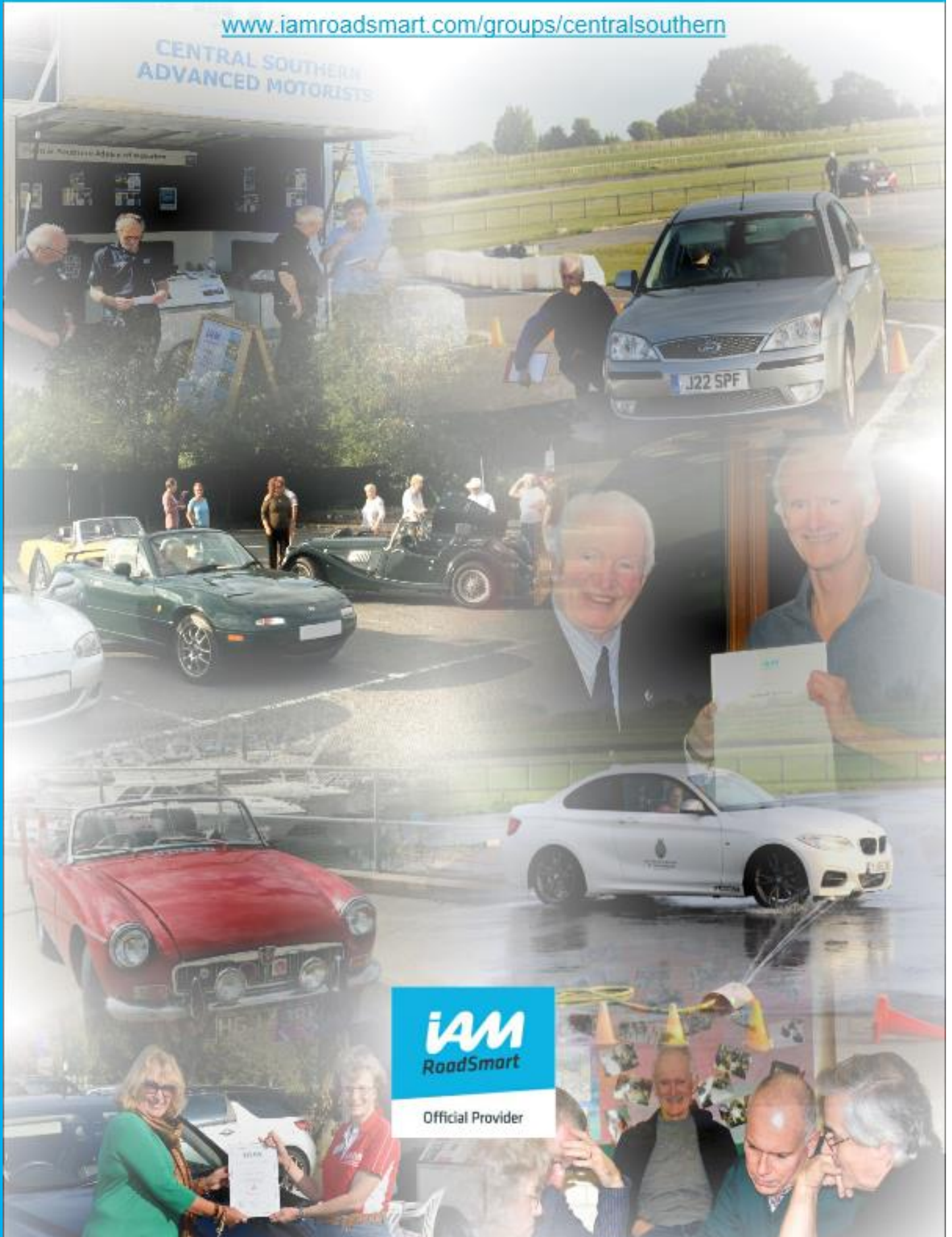


# Spring Newsletter 2024

## CENTRAL SOUTHERN ADVANCED MOTORISTS

[www.iamroadsmart.com/groups/centralsouthern](http://www.iamroadsmart.com/groups/centralsouthern)



# CENTRAL SOUTHERN ADVANCED MOTORISTS

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## From the Editor



Welcome to our Spring Newsletter.

Since our last newsletter the Western Observer Team have had a Team Driving Session where we cross check each other, like localised Observer Training Day.

Phil Coleman, Western Observer Team's Team Leader, encouraged Team Members to raise items for discussion after our drives. I took the opportunity to raise the subject of night drives and the fact that before I retired from full time work a high percentage of my drives with Associate Members were in the evenings and now that I am retired an evening run is almost non-existent.

Having re-read the section "Driving at Night" in the course handbook I feel that it is all relevant and can be taken in by the average reader, what is missing is the actual observed run where the Observer discovers that the associate drives on dipped at all times, does not know how to dip their interior mirror, needs to be shown to go from main to dip briefly when approaching dark junctions or bends to improve the chances of pick up the lights of approaching traffic from the side and how using main beam in built up areas when there is apparently no other traffic about helps to pick out pedestrians and unlit cyclists in dark clothing. I have in the past also discovered that that some associates, those new to using main beam, are also slow to revert to dip in the face of oncoming traffic and need to be reminded at times. Associates often discover that road marking, especially at junctions, become even more useful at night when the junction itself is unsigned and less obvious.

A night drive brings up the opportunity to discuss which way the car should point when parking at night and where parking lights should be used.

I also used to take the opportunity to recount the occasion, before I passed the ADT myself, when I started to overtake a car on my side thinking that there was plenty of room for a slow on coming scooter only to discover that it was not quite so slow and was in fact a car with the offside headlight out. (Dealt with safely but I am sure that I frightened the other driver.)

Now it is my opinion that we should offer all Associates at least one Night Drive, if they want one, but I would like to hear from Members and Observers who have an opinion on this. Please send your views to Letters to the Editor [editor@csam.org.uk](mailto:editor@csam.org.uk) selected letters could appear in the next edition of this newsletter.

I was sent the following link to an IAM film on YouTube entitled "London to Bath in a MK II Jaguar in 1963 with George Eyles". This is over 60 years old and filmed just 6 years after IAM was formed but, never the less, still of interest [https://www.youtube.com/watch?v=Qp-Sv\\_IXWvU](https://www.youtube.com/watch?v=Qp-Sv_IXWvU) however much has changed in the last sixty years.

I have been experimenting with Android Auto because the traffic reporting which was available in my car stopped working when Skoda, part of VAG group, failed to renew the licence with the suppliers of the information service, it was this service which allowed the satnav to update routes based on live traffic data. Google Maps is a commonly used service which allows satnav route planning which includes current traffic conditions in it's calculations and works well for me although there are many other mapping applications which can be downloaded to you

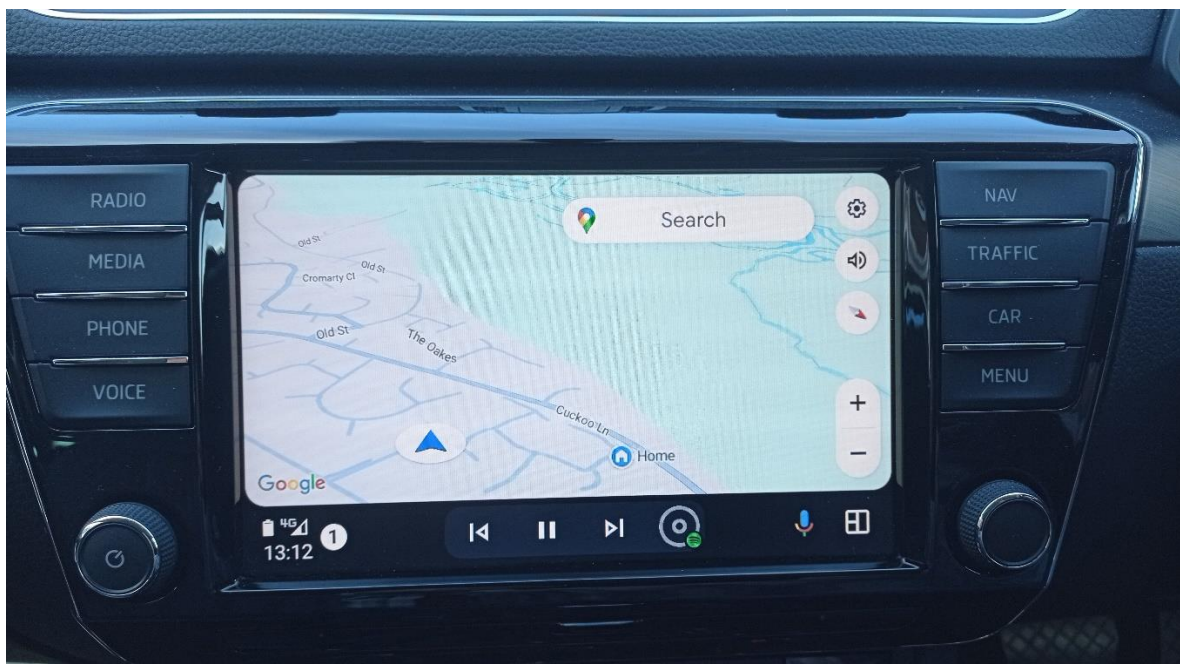
## CENTRAL SOUTHERN ADVANCED MOTORISTS

smartphone many of which are supported by advertising which can in some instances become invasive and distracting. In my car I initially needed to connect my phone with an USB cable which meant that I need to do this every time got into the car and unplug when leaving the car although this method have the additional benefit of charging the phone at the same time.



In order to make things easier for myself I decided to purchase a wireless adaptor which then connects your phone to the car once you switch the ignition on and you are able to keep the phone in your pocket or wherever you normally keep it. Initially I tried a couple of inexpensive (cheap) items from Amazon which did work but were unreliable and

inconsistent in use, I returned these and bit the bullet using Amazon vouchers given as birthday presents to purchase a dearer adaptor, a Motorola MA1. This works perfectly and connects every time once setup and allows me to use other services on my phone, such as my Spotify music subscription and various parking apps, whilst driving, **NO NOT WHILST DRIVING**, whilst in the car, the alternative satnav services and music subscriptions are great to have whilst driving but when behind the wheel and in motion concentrate on the actual driving.



My infotainment screen with Android Auto and Google Maps active, also showing the Spotify controls at the bottom of the screen because I was playing some favourite music at the time and although the screen shows these controls all the normal steering wheel controls, volume, next track, phone etc. still work within Android Auto.

So from my experimenting I have a couple of recommendations for anyone following me down this journey, first don't buy too cheap if going wireless and secondly keep a USB cable in the car so that on longer journeys you can keep the phone battery fully charged. You can then swap between the different methods of connection depending on the nature of the journey to be undertaken. A further benefit of the wireless adaptor however is that it eliminates the

wear and tear on the various connections between phone, cable and car which is inevitable with constant plugging and unplugging.

Google in their wisdom limit the number of applications on your phone that can be accessed on your car screen, Android Auto does not for instance allow watching YouTube while driving and many other applications which are fine when sitting at home but would be a distraction to anyone driving are not accessible from your car screen.

There are other options, CarPlay for instance, available to iPhone users but as a user of an Android phone I was unable to try these out. Be aware also that some wireless adaptors are intended to work with only one phone operating system, Android or OS, and others claim to work with both. In my experience it is better to obtain the correct device for your phone, not to try a fits all solution.

I recently told you the tale of the balance weight which came off my wife's wheel after fitting a couple of new tyres to her car, now I have a story of my own car. After fitting two new tyres to the front I found that one of these was losing pressure between checks and at first thought that I may have to return to the fitters and ask them to look at it. I did however remember that in the past I have found new valves where the valve core was not tight and this was the case this time, I tightened the valve core into the valve body and then inflated correctly and that wheel has not lost pressure since so if you have air loss after a new valve is fitted check the valve core before returning to the tyre fitters.

**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](mailto: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



To start with in this update, I have a little personal information to give. I have changed my surname from Mesquita-Morris to just Morris. Mesquita was my late wife's family name, and we joined surnames when we were married. So now some 16 years later and a couple of years after her passing I am reverting back. This I hope will explain what may look like a little inconsistency come the AGM when voting for the various roles around the committee table as last year you voted David Mesquita-Morris into the role of Chair, but this year David Morris steps down.

For this update I have a pet peeve to discuss (or maybe more appropriately rant about), which is motorway etiquette. I've been doing an awful lot of motorway driving of late, specifically between junctions 6A and 21A of the M1 and 12 to 21 of the M25.

What has become very apparent is the large number of drivers who will cruise in lane n-1, where n is the number of available lanes. It used to boggle the mind when seeing people sitting in lane 2 of a clear 3-lane motorway, but with the rise of wider motorways it's very common to see people cruising in lane 3 of a 4-lane motorway. This leads to the inevitable backing up of traffic trying to pass and then the almost as inevitable undertaking. We also then see one or two "crusaders" who violently change lane with as short a stopping distance between cars to try and make a point.

I find it incredible what the consequences of the original act are and the behaviour it drives in others.

I recall in 2018 that there was to be a crack-down on this practice, but if anything, it seems to be getting worse. It seems that this was largely to be enforced by National Highways; the only evidence I've seen has been an overhead sign or two on my travels.

Perhaps we as advanced drivers can remind our friends and family of Highway Code Rule 264 stating very clearly "Keep in the left lane unless overtaking". And of course set a good example ourselves.

As ever, I'd like to canvass you, the membership to help volunteer within the group if you don't already. We are always looking for new Observers and future Committee Members.

Thank you, and keep safe,

David Morris

Chair



What happens when a frog parks in a no-parking space?

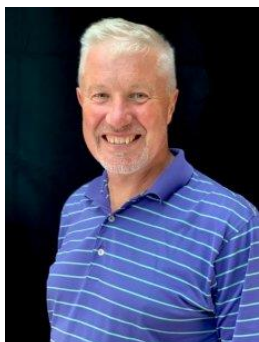
It gets toad away

A lorry has just overturned on the M6 loaded with Vicks vapour rub.

Police have said there will be no congestion for eight hours.

# CENTRAL SOUTHERN ADVANCED MOTORISTS

## Chief Observer's Corner



As spring arrives, we see more activity on the observing front!. Longer days, dryer days – hopefully!

We have had just 2 associate tests so far this year with both Dimitious Zanganas and Mark Vahrmeyer passing with Firsts. Well done to them and their observers – myself and Tony Harper. Whats even more impressive is that Tony is training to be an observer and took Mark through the course under supervision by myself – a great achievement for both Mark and Tony!.

Part of the Chief Observer role is to support and monitor the standards of observing and we do that through our training days. Tony is one of 5 trainees that we started training last year and recently Dave Smart and Lucy Penn have successfully passed their National Observer Assessments. This is a great achievement and really positive for the group. We have amazing volunteers across the region who give up their time to help and support our associates and the results we get are some of the best across IAM. Observers are so committed but sometimes life changes, priorities change and we have to say goodbye to really valuable resources that make CSAM tick and help our associates pass their tests. Having a steady supply of new observers is really important and I have been very proud and pleased to see the progress of our trainees over the last 12 months. Hopefully we will see more qualify over the next few months. With that in mind, we will be starting a new training programme and again, I am pleased to say we have a good number of members willing to step forward and support us.

In addition this year, as I have mentioned before, IAM are changing the way Observers are qualified. Removing the Local Observer qualification and focussing on one standard National Observer qualification for all. We have 5 Local observers that have put themselves forward to do the National Observer Assessment and we will be starting this training in April with high hopes that by end of the summer we will have five newly qualified National Observers!.

The success of this training is in the programmes and support we provide to the observers and this is something that is central to the role of chief observer that I would like to build upon to provide an excellent support and development network for observers.

If you have an interest in observing. Please contact me for a chat.

What else has been going on? well I am seeing an increase in associates joining the IAM and CSAM and I welcome you if this is your first newsletter. Thanks for taking the time to read it!. We do have a waiting list at the moment so I am conscious of this and trying to ensure everyone is allocated to an observer as soon as possible. Observers can only support so many associates at one time, depending on their other commitments, but rest assured we are working through the backlog and getting people allocated.

Paul Davies

Chief Observer

[chief.observer@csam.org.uk](mailto:chief.observer@csam.org.uk)

## Membership Mumblings

I'm glad spring is finally coming but it has been very, very wet. A side effect of all the rain is the amount of debris swept into drains which block up leaving to large areas of standing water. These then present the risk of aquaplaning even after the rain has stopped and the surrounding, higher, patches have dried. As advanced drivers, we need to be attuned to the road surface and conditions even when it would be easy to assume that it is all benign. Of course, if it's easy for advanced drivers to make the error that conditions are "easy", how much more so for drivers who have not had the benefit of our training? As advanced drivers, we have to "drive" for those around us and add their potential late responses into our driving plans. How many of us have seen an oncoming car swerve towards us as they dive around a hazard at the last minute without due consideration? Spot their hazards early too and make adjustments so that any errors others may make remain no more than errors.

So to our membership numbers. We have 235 members in total which includes 156 Full members, 18 Fellows and 48 Associates. I would like to congratulate and welcome 2 recently qualified associates: Jacob Stronge, Mike Mcfadyen and Simon Wingett. Also, a warm welcome to our 15 new associates: Fabien Daburb, Angelica Ferriby, Lucy Foley, Jeremy Fuller, Jane Gould, David Hall, Adrian Heath, Roger Hiscock, Ellis Malone, Stephen Moore, William Morrison, Geraldine Sansom, James Selby, Roger Sims and Chris Sturgess – I hope that you are all enjoying the process of becoming an advanced driver.

David Stevens

Membership Administrator

## Vehicle Excise Duty changes for Electric Vehicles

In 2025, electric vehicle owners will have to pay car tax.

Electric cars don't pay VED tax or fuel duty now. Fuel duty is a tax that's part of the cost of petrol and diesel. As EVs become more popular, fewer people pay these taxes.

So in 2025, the government is introducing a tax on EVs in an attempt to make up the £35 billion in tax revenue that could be lost.

## ELECTRIC VEHICLE RESISTENCE

Elderly drivers are the least likely to convert to electric vehicles because they believe the cost of owning one is unreasonable according to research by electric vehicle charging manufacturer Zaptec.

About 90% of retirees who responded to the study said they thought EVs were a waste of money and that there is still more work to be done in terms of production before they would consider purchasing one. The elder generation is not impressed, even though the government is making it more difficult to buy diesel powered cars while also expanding incentives for electric vehicles.



However, millennials and Gen Z are the most likely to convert to a zero emission car compared to 55 to 64-year-olds and only 21% of 25 to 34-year-olds are willing to give up using petrol and diesel motors within the next five years.

Only 16% of those 65 and older said they would think about switching.

In a study, nearly 50% of British drivers indicated they didn't think EVs were appropriate for long trips, and 32% questioned whether the energy grid would be able to handle the demand.

(Taken from the Graham Feest Consultancy's Newsletter, [www.grahamfeest.com](http://www.grahamfeest.com) )

## **Martynn's Tips: Current Thinking**

*Martynn Randall is technical editor at Haynes and has been with them for approaching 30 years. He's written more than 60 Haynes publications and has owned more than 85 cars and 60 motorbikes... so far!*

Electric vehicle charging is easy, right? Just drive up, plug in and go. Well... no. If you're new to the world of EV charging you've probably already Googled questions such as "Find an EV charge point installer near me", "EV charging stations near me", as well as "Are electric car charging points free?". I'll help you with some of those questions here.

## **EV charging – your questions answered**

As an electric vehicle owner, you'll come across a range of charging connections and a vast array of chargers, many of which can top up your car at a different rate from the ones just down the road.

So, what's the difference? And why? Have we entered the EV equivalent of the battle between VHS and Betamax? Not quite, but if you're pondering the purchase of an electric vehicle, there are things you need to know.

## **What does AC and DC mean?**

While it's tempting to think of electricity as a solitary entity (makes sparks and allows your kettle to boil water), there are in fact two types of electric current – AC (alternating current) and DC (direct current), and each requires a different connector. And if you want the ability to draw a super-quick charge, you'll need a connector that's a combination of the two.

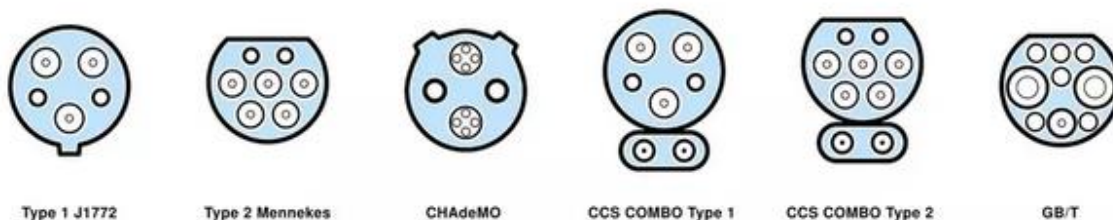
## **EV connector types**

There are a few main types of chargers in the UK, and the differences relate to the speed at which they can recharge your EV's batteries.

The connector types, in order of charging speed, are:

- A three-pin plug, which we all have at home (slow)
- Type 2 Mennekes connector
- CHAdeMO (same speed as Mennekes)
- Type 2 or CHAdeMO CCS connector (fastest)

## Electric Vehicles Plug Types



You might also have heard talk of a Type 1 connector, but this is used in the US, so is irrelevant for UK EV users.

Which type of charger you use is dictated by the type of charging port on your vehicle. For example, European car makers have historically tended towards the Type 2 and Type 2 CCS connection, whereas manufacturers from Japan have traditionally used the CHAdeMO charging port. However, over the past few years, there has been some convergence, with manufacturers such as [Hyundai](#), [Kia](#), [Mitsubishi](#), and [Nissan](#) moving towards fitting a Type 2 or Type 2 CCS port for cars that are sold in Europe.

**How long will it take to charge my EV?** You might have gathered, the types of connections relate to the speed of the chargers you can use. These are named Slow, Fast, Rapid and Ultra-Rapid chargers, and you can probably guess which is the fastest and which is the slowest.

Slow charging is the rate at which you can charge using a three-pin plug, so generally happens overnight when the car is parked at your home, but it can take more than 24 hours if your EV's battery is nearly depleted and has a potential range of around 300 miles. A 7kW Type 2 home charger would also be classed as slow, although this will recharge your car slightly more quickly than a conventional plug.

Next up in the range of charger speeds are rapid chargers. These 50kW units typically charge your EV from roughly 20% to 80% in around 40 minutes. These are the chargers you tend to find at motorway service stations and allow you the opportunity to grab a bite to eat while your car is 'refilled'.

Finally, there are ultra-rapid chargers, which are often upwards of 100kW units (although 350kW chargers are becoming more common in the UK). These will take around 20 minutes to get your car's battery from 20% to 80%.

Why 80% and not 100%? Well, to extend the life of your car's battery, its charging system is designed to slow the rate at which it takes on charge above 80%. So, on a typical long journey, it's much more efficient to charge until 80% then hit the road, than to wait for the car to take on the extra 20%.

### How do you pay for public EV charging?

The good news is that chargers have to offer a contactless-payment option these days. However, cheaper rates are often available from each provider, if you sign up for a

subscription. You just need to work out if you'll do enough miles to make the saving available through a subscription more economical.

The problem with this is that you can end up with a whole range of subscriptions and payment apps on your smartphone, but online EV charging sites such as [Zapmap](#) have got providers to sign up to one overall payment option (Zapmap's is called Zap-Pay), which groups everything into one convenient app.

## EV charge point providers

Here's an alphabetical list of public EV charge point companies in the UK:

1. [BP Pulse](#)
2. [ChargePlace Scotland](#)
3. [GeniePoint](#)
4. [Gridserve](#)
5. [InstaVolt Ltd](#)
6. [Ionty](#)
7. [MFG EV Power](#)
8. [Pod Point](#)
9. [Tesla Superchargers](#) (also available to CCS-enabled non-Tesla vehicles)

(Taken from Martynn's Tips, Martynn's regular blogs)

## The History Of Cycling

 an article by one of our members, Graham Rowe

In 1815, on land that we know today as Indonesia, a Volcano named 'Tamboro' underwent the most powerful volcanic eruption ever recorded. Tamboro resulted in a massive Ash cloud, that dispersed around the world over a 3-year period. The Ash blocked out the Sun and caused the lowering of global temperatures.

By 1816, in Mannheim Germany, this had led to crop failure, causing the starvation and death of many horses. This climate emergency meant that transportation by Horse and Cart was at risk and alternatives were urgently needed.

This was the situation facing Baron Karl von Drais, a German Civil Servant. His response in 1817 was to invent the 'Draisine'. The 'Draisine' was patented in 1818 and became the first commercially successful two-wheeled, steerable, human-propelled machine, commonly called a velocipede.

This is the beginning of what we know today as the bicycle. Of course, there's been massive evolution of the bicycle since the Draisine.



The Penny Farthing is one well known example. Invented in 1871 by the British Inventor, James Starley, who became known as: The Father of the British Cycling Industry.

Other notable developments to a bicycle over the years, include: Chains; gears; pneumatic tyres and hollow tube frames. In recent times the biggest innovation has seen Electric Bikes (eBikes) come to the fore.

Nearly everyone knows that cycling is good for them, and a large % of people say they'd like to cycle more often. Analysis on the perceived barriers that stop them, always includes: hills; headwinds; safety and not wanting to arrive somewhere all sweaty. Professional eBikes help mitigate against ALL of those issues and many others as well.

Legally, to be categorised as an eBike a product must comply with all the normal Construction and Use criteria that any Bike must pass. EG: Brakes; Lights at a certain height etc. In addition, an eBike must also fulfil 3 other criteria:

1. It must be pedal assist – Those 2 wheel things you see flying around, are probably a nuisance and not eBikes.
2. The power must not assist you beyond 25kph (15.6 MPH).
3. The sustained power output must not exceed 250w (Don't confuse this with battery capacity which is often expressed in watt hours. EG: 500wh)

If a product meets these criteria and when submitted to a safety body for ratification, passes, it qualifies as a 'Bicycle'. Like all bicycles, they can be ridden without the need for a licence; registration; road tax; insurance. Even helmets are not mandated!

Some people may have dissenting opinions, but it is worth considering why governments offer these benefits.

1. World Health Organisation (WHO) statistics show 6.7 million people annually suffer a premature death due to Air Pollution. Consider that WW2 lasted 6 years and is estimated to have caused the death of 40 million civilians. That makes Air Pollution and WW2 similarly destructive for humans – shocking or what?

NB: Transportation in the UK contributes approx. 22% of our Air Pollution.

2. NICE statistics show the NHS spends £16b annually on Asthma (£3b); COPD (£1.9b) and Type 2 Diabetes (£11.7b). These are often referred to as 'lifestyle' illnesses and can largely (not totally) be prevented by leading a more active lifestyle.

We all clapped our wonderful NHS on Thursday evenings during COVID, but who considers how they could help the NHS more, by leading a more active lifestyle?

3. The UK Government National Travel survey in 2021 showed that 25% of trips were under 1 mile and 72% under 5 miles. Do we all need to take our Cars on such short journeys? Often, particularly in an Urban environment, cycling is quicker as well!
4. The KSI (killed and seriously injured) statistics show a very low % are caused by cyclists.

The good news for Drivers, is that if cycling rates could be increased by 10%, with a corresponding drop in car usage, congestion and parking issues would be eased massively! I wonder how many of the Drivers who disrespect cyclists, should be thanking them for easing their journey?

# CENTRAL SOUTHERN ADVANCED MOTORISTS

If you fast forward 200+ years after the Draisine, there weren't many Horse and Carts visible in Brighton & Hove, or other UK cities. But locally we did have a massive congestion issue; with parking a scarce commodity; air pollution levels that exceed the WHO guidelines and a population getting ever more obese.

It's against this backdrop that inspired us to start Elctrc, a family owned, independent, specialist, eBike Retailer, with an impressive shop, based in Brighton Marina.

Elctrc was conceived in 2014 and opened in January 2015, meaning elctrc has just entered it's 10th year of trading. It is now firmly established as one of the leading eBikes Retailers in the UK and 1 of only 9 in the UK with the Bosch eBike Expert accreditation.



Elctrc offer eBikes for everyone. This includes a wide range of styles: Leisure; Commuting; Off-Road; Folding; Adventure Cycling; Family Cargo Bikes and commercial Cargo Bikes. There's also a broad range in the 'quality' and specifications of eBikes, aimed at all different budgets.

There's also a wide range of perceptions about eBikes. We visualise it as everyone is on a journey of discovery. It is certainly true that the more people learn about eBikes, the more they seem to not only 'love' their eBike, but also want to evangelise to friends and family. Do you know anyone that has a 'proper' eBike and doesn't love it?



Two common misconceptions are:

It's lazy: It's amusing that this is often expressed by people who don't cycle at all, or those sitting in their mega-expensive over-weight 4x4!

The fact according to multiple academic studies (IE: Not marketing departments) is that the average eBike rider, cycles further and more frequently than the average non-eBike rider, resulting in the average eBike rider getting more exercise benefit than the non eBike rider.

I'm not ready yet: This one always makes us smile. Our customer base includes: Premier League footballers; multi Olympic Gold medal winning cyclists; amputees; fit and healthy youngsters and Tom, a 92 year old gentleman. Tom is over 100 now – I wonder how much a lifetime of cycling helped?

Did you know that many Tour De France teams use eBikes as do nearly all the World Championship Downhill Mountain Bikers. What is it they all know, but you're not ready? Sadly, this phrase is most often uttered by the male species, who seem to think an eBike puts their virility at stake!

So much for perceptions! In reality, we're delighted that our customers often tell us that we've helped "change their life". More recently we had a customer (a retired Vicar) tell us

that, rather than Bikes, we should say that we sell "Joy". Do you have enough 'joy' in your life? Perhaps an eBike could be the answer?

If you'd like to know more, we'd be delighted to assist you on your journey of discovery. You can book an appointment via our website: [www.elctrc.co.uk](http://www.elctrc.co.uk); by phoning us: 01273-625060, or email at: [info@elctrc.co.uk](mailto:info@elctrc.co.uk).

As a final thought: isn't it ironic that the birth of cycling 200+ years ago, was due to an environmental crisis and now cycling is one of the main ways we can all improve our own health; our society and our Planet – maybe we can even get through the current environmental crisis!

Depending on the level of interest, I've offered to host a more detailed discussion, possibly at our Shop, on any issues raised in this article, especially on the Tips; Tricks and Traps of buying an eBike. Please let Andy Wilson or myself know if this is of interest. Graham Rowe [graham@rowe.org](mailto:graham@rowe.org) or Andy Wilson [editor@csam.org.uk](mailto:editor@csam.org.uk)

Following receipt of this article I asked Graham for his opinion on one question "Would ebikes be safer if they were able to keep up with traffic in urban areas, legally allowed to attain 30 mph with assistance, or should this be the terrain of genuine electric motorcycles with all the licencing and other requirements that would come with that?"

Here is his reply "Big topic!! Where does speed; competence; and regulation overlap?

Are you aware that some countries have a 'Speed Pedelec' category? This allows a 'bicycle' to assist upto 45kph (27.5 mph). We sell them, but in the UK they count as Mopeds. So need registration; Insurance etc etc.... I do think, in the right hands, they can be safer! But they also allow/facilitate less capable cyclists to get into a lot of trouble. Also, other road users (Motorists) are not used to encountering cyclists at that speed and stick to automaton response of trying to overtake and then when they realise how fast they're going, slam the brakes on!! Hazard perception and planning ahead are skills that cross the divide.

Overall, Motorists are less kind to the more vulnerable cyclists! It's perverse and contrary to what should be the case, but it happens!! Speed differential seems to be the trigger - which translates to impatience! So to conclude, with the right skill set a faster cyclist can be safer, yes. I would advocate for Speed Pedelecs to be 'allowed', but perhaps with some form of CBT and I'd mandate helmets on that category as well!

Discuss."

Well, Letters to the Editor would like hear your thoughts on this discussion.

## **NEW SEAT BELT CAMPAIGN**

In 2022, 30% of fatalities among 17- to 29-year-olds were unbelted which has led to a new campaign to remind young men to 'CLICK' their seat belt in a bid to shift attitudes and save lives on roads across England and Wales following the overall data indicating that every week on average, four young people aged 17 to 29 are either killed or seriously injured on roads

# CENTRAL SOUTHERN ADVANCED MOTORISTS

when not wearing a seat belt, with young men more likely to not wear one, especially on short or wellknown journeys.

Targeted advertising on roadside posters, radio and social media, the £1.2m CLICK campaign will collaborate with partners, including various county football associations and local clubs, to promote 'belting up' when travelling to matchdays to keep themselves and their teammates safe.

Taxi and private hire vehicle companies, including Uber, are also supporting the campaign and looking to introduce direct reminders to passengers to wear their seat belt when making journeys in cabs.

CLICK is the first seat belt specific campaign since 2011 and refers to personal moments between friends to point out the consequences of not wearing a seat belt and 'leverages the power of social consequences and relatable scenarios' to shift attitudes and behaviours around seat belt wearing.

The creative approach focuses on the 'CLICK' sound of a seat belt fastening, which serves as an audible and visual reminder that something as simple as clicking your seat belt could save your life, and the lives of your friends.

The message is a reminder that something as simple as clicking your seat belt could save your life and that of your friends and also the importance of wearing a seat belt when travelling in a minibus, bus or coach.

(Taken from the Graham Feest Consultancy's Newsletter, [www.grahamfeest.com](http://www.grahamfeest.com) )

## International driving permits available at PayPoint stores from 1 April 2024



The provider of international driving permits (IDPs) is changing. From 1 April 2024, IDPs will be available exclusively from participating PayPoint stores across the UK.

An IDP is not usually required for the majority of popular holiday destinations abroad. However, there are over 140 countries, including Turkey, Mexico, Canada and Australia, where an IDP is recommended or required if you're planning to drive. There are

3 types of IDP and which one you need will depend on which country you're visiting, [find out more at GOV.UK](#).

## Headlight Glare

The RAC is calling on the Government to commission an independent study into the issue of headlight glare after new research found 85% of those affected believe the problem is getting worse.

An RAC survey of 2,000 drivers found a huge nine-in-10 (89%) think at least some headlights on cars on the road today are too bright, of which three-in-10 (28%) – a higher proportion than ever – think most are.

Of the all these drivers who complain about the brightness of car headlights, some 91% say they get dazzled when driving with three-quarters (74%) saying this happens regularly.

When it comes to the effects of glare on drivers, two-in-three (67%) who suffer say they have to slow down considerably until they can see clearly again, while a similar proportion (64%) believe some headlights are so bright they risk causing accidents.

In fact, five per cent of these drivers state they have nearly been involved in a collision themselves.

Alarming, nearly one-in-10 (7%) say they find headlight glare so bad that they avoid driving at night altogether, a figure that rises to 14% for drivers aged 65 and over.

While the RAC has been surveying drivers on dazzling headlights since 2018, these new findings show more drivers than ever appear to be suffering from them, with 85% of those affected stating they believe the problem is getting worse.

As part of its study, the RAC asked drivers to estimate how long it takes them to see clearly again after getting dazzled by other drivers' lights. While 68% say it takes between one and five seconds, one-in-10 (11%) say it takes six or more – which, staggeringly, is enough for a driver travelling at 60mph to cover 160 metres, the equivalent of 40 car lengths.

The reasons drivers perceive headlight glare to be such an issue are less clear, although an overwhelming 87% of dazzled drivers think it is mainly due to the fact some lights just appear much brighter.

This could be as a result of the increasing prevalence of cars fitted with LED headlights, leading to a much more intense and focused beam that the human eye reacts differently to, compared to a conventional 'yellower' halogen bulb. While LED headlights are great for improving a driver's view of the road ahead, this can be to the detriment of other road users who encounter them.

However, more than four-in-10 (44%) think the dazzling is caused by badly aligned headlights. A Freedom of Information request submitted to the Driver and Vehicle Standards Agency (DVSA) in November 2023 shows that since 2019, an average of 1.6m, or 5%, of Class 4 vehicles – which includes passenger cars – failed their MOTs as a result of poor headlight aim. What's more, with the DVSA stating in 2016 that 'headlamp aim consistently tops the MOT compliance survey as one of the most likely items to be assessed incorrectly by testers', the actual figure could be much higher.<sup>2/3</sup>

The increasing popularity of cars that sit higher on the road, especially SUVs, may also be a factor with those in conventional cars such as hatchbacks, saloons or estates suffering the most. Six-in-10 drivers (62%) of conventional cars blame the dazzling on higher vehicles, whereas only 35% of those in higher vehicles point the finger similarly sized vehicles.

But whatever the cause or causes of headlight glare, it is clear how strongly drivers feel about the issue with 81% saying more should be done to tackle it – a figure that rises to 87% among drivers aged 45 to 54.



Government collision statistics shows that since 2013, there has been an average of 280 collisions a year where dazzling headlights were a contributory factor. Of these, six a year involved someone losing their life. The actual number may be higher if an investigation was unable to determine whether or not a collision was directly or indirectly caused by the glare from another vehicle's headlights.

As a result of the sentiment among drivers, the RAC has raised the issue of headlight glare with the Department for Transport and has been working with a member of the House of Lords, Baroness Hayter, to make drivers' concerns known among Government officials. The RAC provided details of its research to go into a report published last week and will be meeting with the Government this month to discuss it.

RAC spokesman Rod Dennis said: "Our figures suggest drivers are more concerned than ever about headlight glare, with a huge proportion wanting to see something done about it. We urgently need the Government to take a closer look at the issue, ideally by commissioning an independent study to understand what's causing an increase in reports of dazzling and, most importantly, what can do be done to keep drivers safe.

"With spring still a long way off, there's a good chance many people will do most of their driving in darkness over the next few months and, according to our research, that means an awful lot of drivers will experience the discomfort and even danger that comes from being dazzled by headlights.

"On the one hand, brighter headlights can be a good thing as they give drivers a clearer and safer view of the road view of the road, but that appears to come at a cost for those on the receiving end of excessively bright lights.

"The numbers of reported road casualties where headlight glare was listed as a contributing factor might be small when compared to something like speeding, but that only tells part of the story. Is it right we have such a high proportion of drivers who feel unsafe when they're driving at night, with some having even given up night-time trips altogether?"

Mike Bowen, Director of Knowledge and Research at the College of Optometrists, said: "The results from this research by the RAC are helpful to inform our understanding of how changes in vehicle headlight technologies may be affecting both the functional vision of young and older drivers, and their visual comfort, when driving at night. Older drivers are likely to be disproportionately affected by headlight glare, so may be more likely to experience difficulties or to decide not to drive at night at all.

"We urge the Government to commission more technical and clinical research to have a better understanding of this issue and what should be done to ease the effects of dazzling headlights."

Baroness Hayter said: "The RAC has demonstrated that some car headlights can dazzle, causing a danger for oncoming drivers. We know drivers in other countries share this concern. So, government should take action now to be on the side of road safety and ensure everyone keeps to the Highway Code, which states drivers 'must not use any lights in a way which would dazzle other road users'."

IAM RoadSmart Director of Policy and Standards Nicholas Lyes said: "Drivers are increasingly telling us they are concerned by modern headlights and some are now even limiting the

amount of time they spend driving during darkness to avoid glare. Being dazzled by a headlight has a worrying impact on road safety and we need policymakers to take this matter seriously."

Dealing with glare – what to do if you find you're getting dazzled

Always use your rear-view mirror properly at night. Some newer cars have self-dimming rear-view mirrors that can reduce dazzle from vehicles behind – if you're changing your car soon, look for one that has such a mirror fitted. But most drivers still need to manually adjust their mirrors in the dark to reduce glare. About half the drivers surveyed by the RAC who reported getting dazzled said they do so at night (54%).

Speak to your optometrist. Just 6% of drivers told the RAC they'd talked to their optician about glare. For those who wear glasses, a glare-minimising coating can help – something a quarter (25%) of affected drivers said they are benefitting from.

A petition has been launched, aiming to get the Government to review the brightness of car headlights for safety. Sign the petition today.

(From RAC website and email to members)

## **ANNUAL LOCAL AUTHORITY ROAD MAINTENANCE (ALARM) SURVEY REPORT**

The Annual Local Authority Road Maintenance (ALARM) survey report, published by the Asphalt Industry Alliance, highlights the scale of the challenge that faces local authority highway teams who have a statutory responsibility to keep local roads safe but don't have the funds to do so.

More than half of the local road network in England and Wales is reported to have less than 15 years' structural life left as the amount needed to fix the backlog of carriageway repairs increases to a record high of £16.3 billion. Despite local authority highway teams reporting an overall increase in carriageway maintenance budgets, they have been hit by the impact of rising costs due to inflation, meaning they have been able to do less. This has been compounded by the increasing frequency of extreme weather events, which together are accelerating the rate at which the network is deteriorating.

ALARM data shows that only 47% of roads in England and Wales are classed as being in good structural condition, with the remaining 53% – more than 107,000 miles – now having less than 15 years' structural life remaining. Surface conditions are also reported to have declined, despite a 40% increase in the number of potholes filled over the last 12 months adding to the existing patchwork of previous repairs.

This year's ALARM survey is the 29th and received responses from 72% of local authorities in England and Wales. It reports local road funding and conditions based on information provided directly by those responsible for their maintenance.

The findings, which relate to the 2023/24 financial year, show that in England and Wales Local authorities would have needed an additional £1.22 billion (an average of £7.2 million per authority) just to reach their own target road conditions.

You can find a copy of the report at <https://www.grahamfeest.com/resources/latest-uploads/>

(Taken from the Graham Feest Consultancy's Newsletter, [www.grahamfeest.com](http://www.grahamfeest.com) )

## National Highways Link Up With Sussex Police

“Did you know that research shows you are four times more likely to be in a crash if you use your phone while driving and twice as likely to die in a crash if you don’t wear a seatbelt? Safety is our priority and that’s why we’ve teamed up with Sussex Police and Sussex Safer Roads Partnership, trialling new technology that detects motorists who are not wearing a seatbelt or using mobile phones while driving. Photos show the kit in use recently on the A23. We’re also working with nine other police forces across the country including Wiltshire Police who recorded over 1200 offences in one week on the M4.”

More on the wider trial if you follow this link. <https://nationalhighways.co.uk/about-us/more-police-forces-join-our-trial-of-new-safety-cameras>

## What is the speed limit in the UK

If you’ve ever wondered what the speed limit is on any road in the UK – if you’ve ever been unsure whether you should be doing 30mph or 40mph, or if two lanes means 60mph or 70mph – there’s a very easy way to know...

*NSL=NSL*

*No Street Lights = National Speed Limit, **unless signs say otherwise***

*If there ARE street lights, it’s 30mph, **unless signs say otherwise***

## What is the National Speed Limit?

To make more sense of NSL=NSL, we need to know what the UK national speed limit – represented by a white circle with a black diagonal slash – actually is:

Type of vehicle	Built up areas*	Single carriageways	Dual carriageways	Motorways
Motorcycle or car	30mph	60mph	70mph	70mph
Car towing a caravan or trailer	30mph	50mph	60mph	60mph
Buses, coaches and minibuses ≤12m in length	30mph	50mph	60mph	70mph
Goods vehicles ≤7.5 tonnes laden weight	30mph	50mph	60mph	70mph†
Goods vehicles >7.5 tonnes laden weight (England & Wales)	30mph	50mph	60mph	60mph
Good vehicles >7.5 tonnes laden weight (Scotland)	30mph	40mph	50mph	60mph

\* *The Highway Code states that the 30mph limit usually applies to **all traffic on all roads** with street lighting unless signs show otherwise.*

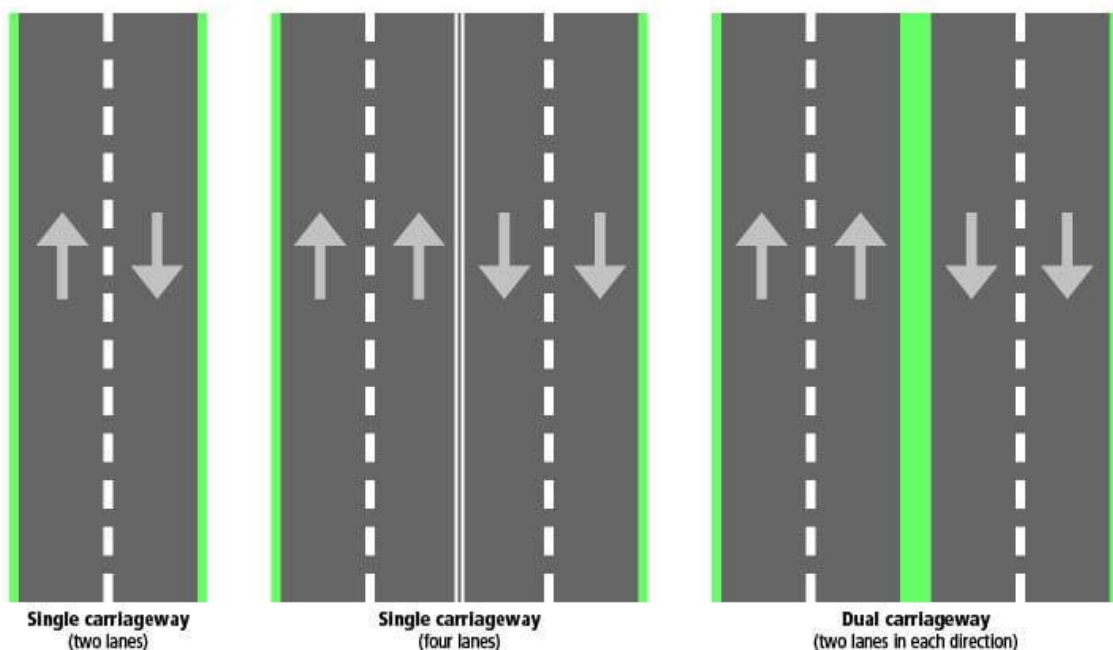
† *60mph is articulated or towing a trailer*

## What is a single and a dual-carriageway?

Just because there are two lanes of traffic moving in the same direction, it doesn't mean the road you're on is a dual-carriageway, and that matters because the speed limit is different between single and dual-carriageways.

The easy way to know what type of road you're riding or driving is to imagine removing all the paint; if you're left with one stretch of tarmac, it's a single carriageway, regardless of how many lanes there are.

Another way is to consider whether you could roll a tennis ball across the entire width; if you can't because it's getting stopped by a barrier of some sort (that includes those horrible wire barriers) or a separate section of ground (like a grass verge) then it's a dual carriageway.



## So what about street lights?

Since 18 March 1935, the UK has had a blanket rule of 30mph on roads with street lighting, unless signs tell you otherwise. If there are no street lights, then the National Speed Limit applies; on a motorcycle or in a car that isn't towing, that's 60mph on a single-carriageway and 70mph on a dual-carriageway or motorway. **Unless signs tell you otherwise.**

So, if you're on a dual-carriageway with street lights on, unless there are National Speed Limit signs (or any others), the limit is 30mph. This will typically be in a built-up area.

Equally, you could be riding or driving past a large number of buildings, but if there are no street lights and no signs to tell you otherwise, the limit will be 60mph if it's a single-carriageway and 70mph if it's a dual-carriageway (we're still assuming you're not in a van or truck, and that you're not towing).

## **Where are the speed limit signs?**

There are two main types of speed limit-signs – gateway and repeater.

You'll find gateway signs on both sides of the carriageway (so either side of the road on a single-carriageway, and either side of both lanes on a dual-carriageway). These are the big round signs that tell you the speed limit has changed.

After that, you'll see repeaters, which are the smaller round signs that alternate between the left and the right of the carriageway.

Of course, there are also other types of speed limit signs (for instance at road works), advisory limit signs and the illuminated signs on gantries. If you're on a multi-lane carriageway, the gantry signs will show the same speed across every lane because there legally cannot be a difference. If one of the signs isn't illuminated it doesn't mean there's no restriction there; it just means it's broken.

## **What about 20mph speed limits?**

If the sign is a red circle with a black number on a white background, it's giving an order. It's the law. You might see an advisory sign, for instance one that says '20mph when flashing lights show' near a school; if you ignore this (perhaps because you think the lights have been left on by mistake) and you're involved in an incident, you'll be in big trouble in court.

20mph limits aren't a new thing – in 1903 the Motor Car act said that all vehicles mustn't exceed 20mph on any roads. In 1930 that was repealed for light vehicles, but the number of deaths meant 30mph was brought back for all roads in 1934, then just built-up areas (denoted by street lights) in 1935.

## **Why do speed limits change on some roads?**

Some of your favourite sections of single carriageways (with no traffic lights) might have suddenly sprouted 50mph signs. Or some town roads you're used to cruising through at 30mph have inexplicably dropped to 20mph. There's a simple reason for this; the area has been determined to be at a high risk of accidents (incidents, technically, as there's always a reason).

## **Why are some speed limits painted on the road?**

More paint = more pain. If a council has put its hand in its pocket to lash out on clearer signage, it means there's a good reason that it wants you to know there's a speed limit or hazard coming up. Paint on the road might be there to make sure a sign hasn't been hidden by parked vehicles or overhanging trees, but the more warnings there are, the more danger there is. Though don't get too reliant on this – one county might be particularly efficient in giving plenty of warning of dangers on the road, while the next might be run by a council that's blown all its budget on vol-au-vents and floating duck islands. A safe speed is down to you.

Which brings us to arguably the most important rule in the Highway Code... Number 126: **Drive at a speed that will allow you to stop within the distance you can see to be clear.**

(An article from Bennetts website, Bennetts are an insurer specialising in Motorcycle Insurance but this information is relevant to all road users and a useful reminder, even for Advanced Motorists.)

## Letters to the Editor

Since the last newsletter I have not received any letters for inclusion here. If you feel that you have something to say that would be too short for inclusion as a full article please consider a letter here. Andy Wilson [editor@csam.org.uk](mailto:editor@csam.org.uk)



What do you get when dinosaurs crash their cars?

Tyrannosaurus wrecks

I walked into a car showroom last night.

I said to the salesman, "My wife would like to talk to you about the Volkswagen Golf in the window."

He said, "We don't have a Volkswagen Golf in the window."

I said, "You do now."

What do you say to a cow that crosses in front of your car?

Mooo-ve over.

You know, somebody actually complimented me on my driving today. They left a little note on the windscreen.

It said, 'Parking Fine.'

So that was nice.

# 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 31<sup>st</sup> of May 2024

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