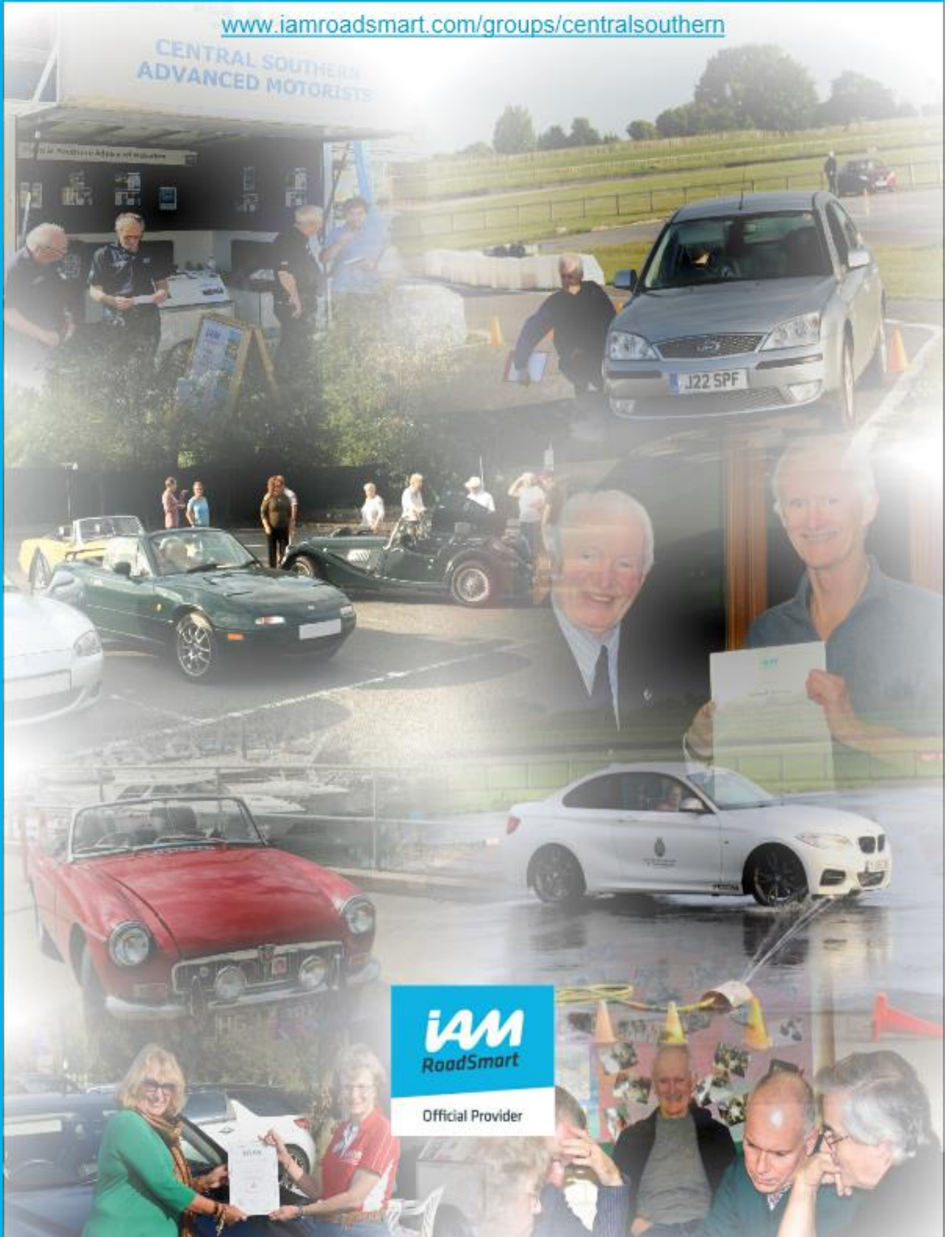


Spring Newsletter 2025

CENTRAL SOUTHERN ADVANCED MOTORISTS

www.iamroadsmart.com/groups/centralsouthern



CENTRAL SOUTHERN ADVANCED MOTORISTS

CSAM COMMITTEE

Chairman	Paul Davies chair@csam.org.uk
Vice Chairman	THIS IS A VACANT POST vice.chair@csam.org.uk
Secretary	Graeme Lewington secretary@csam.org.uk
Treasurer	Stephen Monk treasurer@csam.org.uk
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Associate Liaison	Dave Smart associate.liaison@csam.org.uk
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Please note the email addresses above stay with the post not the individual.



Registered address 72 Rushams Road, Horsham, West Sussex, RH12 2NZ

Registered Charity No. 1079142

From the Editor



Welcome to our Spring Newsletter. Hands up, I am a fair weather motorcyclist, well why would I ride a bike in poor weather when I have a car available to me? I am prompted to remind everyone that there are likely to be many motorcyclists on the roads now who's skills are a little rusty due to their machines having been in hibernation over the winter. Personally I do not lay mine up because I like to have options available but nevertheless my winter mileage on two wheels, whether motorised or pedal powered, is very low. Please remember to look twice for motorcyclists and cyclists, the much more vulnerable road users, perhaps look three times at this time of year.

We have just had one of our biannual Observer training days, organised by Kevin Hopkins, our Chief Observer. These days allow Observers to receive updates from IAM Roadsmart and to undertake a couple of drives intended to develop their Observing skills. Some of our local examiners normally attend and give valuable input on the day. These training days are open to all current Observers and trainees, others interested in possibly training to become an Observer should contact Kevin with a view to possibly attending the autumn training day. Attendance by invitation of the Chief Observer only. Qualified Observers are expected to attend at least one of these training days per year after achieving their qualification as a National Observer.

Guest speaker for the Observer training day was Graham Feest whose Newsletter is often a valuable source of information for this 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](#)

CENTRAL SOUTHERN ADVANCED MOTORISTS

Date	Event	Location
Tuesday 7th October	CSAM Annual General Meeting 2025	BC
Saturday 15 th October	Observer Training Day (By invitation from Chief Observer)	BC

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

From Our Chairman



How much do you care about road safety?

Many of us have taken the advanced driving (and riding) test to help us to be safer drivers on the regions roads. At Central Southern, we take that aim one step further by helping others gain the skills and competencies to become safer drivers through the advanced driving system of car control.

All our volunteers support new and existing members of IAM Roadsmart and CSAM and your membership of CSAM (just £10 a year) helps us keep the group running, observers trained and kitted out with resources etc. and we are very grateful for your support. From Havant to Newhaven, Worthing to Horsham and Crawley we have a large area to support and a dedicated team of observers and helpers to support new drivers to achieve success with their advanced driving test.

However, we always need help and currently we are looking for members to offer some time and expertise to the group to help us all build on our aims to make the South's roads safer for all.

If you feel that you could give a few hours a month to us we would be extremely grateful and pleased to welcome you to the team!

We are currently looking for some help in building and managing our social media presence - to shout about the success of newly qualified advanced drivers and showcase events and activities that we want to do. In association with this we would love to hear from you if you are good at organising events. We have offers of speakers to come and share interesting topics and subjects around advanced and safer driving and we need one or more people to coordinate locations and dates with venue and event organisers as well as work with our communications and (aspiring) social media presence!

We also have a role on our Committee for a Vice Chair. This role will support the Chair in governing the Charity and ensuring our affiliation and obligations to IAMRoadsmart are met, as well as supporting the committee in our group aims to promote road safety in a local, informative and enjoyable way. Committee meet 6 times a year plus an AGM in October.

If any of these roles are you or you feel you could help, please feel free to contact me, Paul Davies, Chair of CSAM on chair@csam.org.uk or call me on 07766995444 in confidence for more information and/or a chat.

CENTRAL SOUTHERN ADVANCED MOTORISTS

We really appreciate the support we get from you being a member and that of our volunteer observers and organising team and to get new faces, ideas and support helps us to maintain the high standards and recognition that we have across IAM.

Thanks for listening and look forward to talking to you...

Paul Davies

Chairman

chair@csam.org.uk

Chief Observer's Corner



I am now several months into the role of Chief Observer, and to say the least, it is keeping me busy, so now I have a daytime job and evening job!

As expected, I am working very closely with Paul Davies (Chair) and David Smart (Associate Liaison) as their input is invaluable.

I am pleased to say that we have had an influx of new associates which are keeping our Observers busy, we currently have a small waiting list of associates, which we are trying to keep to a minimum.

CSAM has successfully transitioned all our active Local Observers to National Observers, which we had to complete by 31st March 2025, WELL DONE to all involved!

CSAM is currently trialling a voluntary Members Re-Assessment Course. This is designed for members who want more than just a yearly check drive. This course consists of up to four drives of 40-60 minutes, with one of our Observers. There is no Test at the end, but a Certificate of Completion is issued. The cost for the car course is currently £99.00

We are very fortunate to have six Trainee National Observers, as part of my role, I am involved in their training. They are all progressing well, some are soon to take their assessment drive. I would like to wish them all - Good Luck!

We have had a National Observer transfer in from another Region and more recently, we have had a trainee National Observer also transfer in, so our numbers are gradually on the increase.

At our training day back in October 2024, Amanda Smith (Head of Field Service Delivery) mentioned the introduction of electronic run sheets. IAMRS asked Chief Observers to voluntarily sign up for this trial, to which I did. This has proved to be a little more labour intensive than expected and thus the trial is still to take place. Once I know more, I will update you all accordingly.

Over the past few weeks, there has been a demand for me to carry out quite a few pre-test drives. Several associates have successfully passed their pre-test assessment and others are awaiting their test date.

Only last weekend, we had another successful Observer Training Day (which we hold twice a year), which was well attended by Observers. We were fortunate enough to have four examiners present, along with a road safety consultant, who all provided an informative and

interactive presentation. Our new Area Service Delivery Manager, Tony Green also joined us for the day.

To close, I am very much looking forward to further developing the Group and offer my assistance and support to you all.

Kevin Hopkins

Chief Observer

Associates' News



We continue to receive a steady intake of new associates. In my previous report I stated we had 12 on the waiting list for allocation to observer. Since the beginning of December, 16 new associates have been allocated to us. Over this same period our observers have been working hard with their associates, with many of them progressing to test ready or even taking their test. So, despite this new intake our waiting list has only risen by 1 to 13. 15 associates have been allocated their observer and started their rides, this demonstrates a tremendous effort by our observers, and I wish to express my thanks for their continued commitment to helping develop our associates.

I appreciate that for those waiting to be allocated an observer any delay can be frustrating, and I assure you that you will be matched with an available observer as soon as possible

All our observers are volunteers, and for many their free time is be limited. The progress of their associate through the course, to a stage where they are "test ready" is the single biggest factor affecting their ability to take on a new associate. There is no fixed period or number of observed runs, so progress is measured by ongoing monitoring and development. This makes it almost impossible, except during the final stages of their training, to predict when an observer will have the capacity to take on a new associate.

When trying to pair up an associate to an observer there are a number of other factors to consider, including:

- The availability of the observer. For example, weekdays, evenings or weekends.
- The availability of the associate, again for the same reasons.
- The distance between the associate and observer. Obviously, we keep this to a minimum where we can but willingness to travel, even a moderate distance can help.
- The capacity of the observer. Depending on their own circumstances they may have the capacity to take on 1 associate at a time, whereas others may take on 2 or more.
- The progress of an associate towards being test ready and taking their test. Reaching the standard is a two-way process. The saying you only get out what you put in is so true.

Delays also occur when an associate, who is already matched with an observer, for some reason, simply stops communication with their observer, often for no apparent reason. The impact of this is wide reaching and includes:

- Time and effort of the observer, and others, in trying to make contact.
- Frustration that other waiting associates cannot be allocated to that observer until the matter is resolved.
- Unnecessary administration time in managing the situation.
- Longer waiting lists for associate allocation.

Can I please ask any associate who is thinking of withdrawing from the course, for whatever reason, that they communicate this and have a discussion with their observer.

Could you become an observer?

We are always on the lookout for people to further progress once they have passed their advanced test and who want to become an observer themselves. Training is provided and the bar is high, but the satisfaction of helping someone to progress and become a safer driver is rewarding.

Free Taster Sessions:

If you become aware of someone who is showing an interest in becoming an advanced driver, or who wants an honest assessment of their current driving skills then the opportunity for them to have a free taster session with one of our observers might be useful. This session, which lasts approximately an hour, will give feedback on their current skills and explain the potential benefits of them enrolling on the full course.

To apply or for more details on free taster sessions please go to: <https://www.iamroadsmart.com/free-tasters> where they can register their interest.

Associates that don't respond to contact requests

Unfortunately, there are occasions when an associate, who has already had a few runs with their observer simply stops responding to that observer and as a consequence preventing the planning of future sessions. We understand there may be a perfectly logical and unavoidable temporary reason, and hopefully this can be resolved quickly.

However, if an associate wishes to withdraw from the course, then it would be helpful if they would communicate this to their observer. You don't have to give a reason, although sometimes talking it through may help. By keeping us informed you will also help other associates who are on the waiting list.

And finally:

As before, and I suspect this will become a recurring theme, but if any observer has an associate who is nearing test ready, can they please, in addition to advising the chief observer also let me know so that I can start to look at who potentially may be a suitable associate waiting in the wings to be allocated to them. This is in addition to any observer contacting me who has the capacity to take on another associate.

And just to finish with here are a couple of fun facts:

1: The first speeding ticket was issued in 1896, for the blistering speed of 8mph!!

2: Currently approximately 35% of the world population drive on the left-hand side of the road.

Dave Smart

Associate Liaison

Membership Mumblings

We finally appear to have put the worst of winter behind us and so hopefully the weather is becoming more benign. Does this make driving simpler? In some ways yes but new hazards arise with the warmer weather. We should expect to see more vulnerable road users and so we have to be more attuned to managing a wider range within the hierarchy of road users. If you are unsure what I mean, then please take a look at the most recent Highway Code (as advanced drivers this is something we should all do regularly). Broadly, road users are arranged from most vulnerable (pedestrians) to least (motor vehicles). Whilst all road users must be considerate and have responsibilities, less vulnerable road users have a greater responsibility to take care and reduce the danger they pose to others. As advanced drivers, our actions not only help keep the more vulnerable safe but by observing and therefore planning early, we can ensure that our behaviours influence the thoughts and behaviours of those around us in a positive way so reducing the potential for those other road users to make poor decisions. Does everything you do in and around your vehicle (as well when you are a different type of road user) model and advocate the highest standards?

So to our membership numbers. We have 230 members in total which includes 149 Full members, 19 Fellows 52 Associates. I would like to congratulate and welcome 2 recently qualified associates: Jeremy Fuller and Stephen Moore. Also, a warm welcome to our 17 new associates: Vatsal Amin, Oliver Barrow, Joe Beaumont, Albert Browne, Michael Bryer, Matthew Bubb, Felix Carmichael, Louise Carmichael, Paul Cosham, Angelica Ferriby, Tony Gravenor, Ben Griffin, Laura Maddicks, Madison Matthews, Peter Moore, Edward Ng-Cordell and Tobias Odlin – I hope that you are all enjoying the process of becoming an advanced driver.

David Stevens

Membership Administrator

GDL ABANDONED

The UK government's recent decision against implementing a Graduated Driver Licensing (GDL) system has resulted in a mixed reaction.

While the latest TTC survey found 60% public support for the government's decision to abandon the idea, this is contrary to another recent study conducted on behalf of the road safety charity Brake and insurance company Axa UK which found that 63% of respondents favoured introducing a phased driving licensing system for young and newly qualified drivers although they may well not have been asking the same question. This disparity however, goes

some way to highlighting the complexity of the debate surrounding GDL or what many see purely as restrictions being placed on newly qualified drivers after they have passed their test for a period of time which would mean that they could not do certain things.

Those enthusiastic about GDL systems point to other countries who have adopted a graduated approach such as the USA, New Zealand, and Sweden however, they have a more graduated approach throughout rather than relying totally on restriction once the test has been passed. These programs have been associated with reductions in fatal crashes among young drivers. However, some studies suggest that the benefits may not extend beyond the initial driving period covered by the restrictions. Crash rates in the early twenties indicate that restrictions work in themselves for the period, but lasting effects are limited, and there is a greater need for targeted ongoing interventions.

In light of the decision against GDL, alternative strategies are being addressed to improve young driver safety and Government say they remain committed to enhancing road safety without disproportionately affecting young drivers. Future of roads minister Lilian Greenwood also confirmed the Government is still looking at ways to improve road safety without unfairly penalising young drivers. In place of a graduated driving licence (GDL), Greenwood emphasised that the Government is focusing on non-legislative measures to address the root causes of crashes among young drivers.

Employer-led driver training has emerged as a pivotal approach, with businesses providing targeted education on high-risk behaviours such as speeding, distraction, and impaired driving. According to Department for Transport figures, this proactive stance has resulted in a 60% reduction in crashes involving drivers under 25 since 2004.

The Department for Transport has received the final report from Driver 2020, a comprehensive research project aimed at identifying effective interventions and training methods to better prepare newly qualified drivers. These findings will inform future policies and initiatives to reduce crashes among young motorists.

As discussions continue, the collaboration between policymakers, employers, and training providers will be crucial in developing strategies that ensure the safety of young drivers while maintaining their mobility and employment opportunities.

The project, which began in 2019 and recruited over 28,000 drivers, examines the effectiveness of several initiatives, such as:

- Keeping a logbook to track driving experience
- Extra hazard perception training
- Classroom-based education
- Mentoring agreements
- Use of telematics to monitor driving behaviour

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



Spotted by David Morris



What do you get when dinosaurs crash their cars?

Tyrannosaurus wrecks.

How many erasers can you make out of a recycled car tyre?

365 if it's a Goodyear

DVLA Digital Services



New QR code service launched to make sharing driving licence information easier

Motorists who have signed up for a Driver and vehicles account can now use a QR code to share their driving licence information quicker and easier than ever before.

Once you have signed up for an account, you'll be able to generate a QR code and instantly share your driving licence information safely and securely with third parties such as car hire and insurance companies.

This new service is only available to Driver and vehicles account users and is the latest in a wide range of benefits available through the account. This includes the ability to choose to receive vehicle tax reminders by email or text.

[Set up your Driver and vehicles account today](#)

CAR SAFETY TECH HAS "WORRISOME BLIND SPOT" FOR HIGH-VIS

Automatic emergency braking (AEB) systems, which are fitted to all new cars, activate the brakes when a potential collision is detected and the driver fails to respond quickly enough however a recently published study by the US-based Insurance Institute for Highway Safety (IIHS), indicated the AEB may have a "blind spot" for reflective items. Researchers conducted trials involving a crash test dummy and three cars travelling at 25mph: a Honda CR-V, Mazda CX-5 and Subaru Forester. In the tests, the Honda and Mazda hit the dummy when it was

wearing reflective strips, while the Honda also failed to slow down when a high-visibility jacket was used. The Subaru slowed down in all tests except when the dummy was wearing reflective strips in very low light.

David Harkey, IIHS president, said: "These results suggest that some automakers need to tweak their pedestrian automatic emergency braking systems. It's untenable that the clothes that pedestrians, cyclists and roadway workers wear to be safe may make them harder for crash avoidance technology to recognise.

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

Digital Member Packs launching next month

I'm pleased to share some important news about your IAM RoadSmart membership. Starting in April, we're going digital with our member packs.

This means you'll get instant, secure online access to everything you need, including:

- Membership renewal notifications – no more missed renewals.
- Digital membership cards that you can download straight to your digital wallet – super convenient.
- Digital badges to showcase your skills on LinkedIn and other social media – let everyone know you're an advanced motorist.

Why are we making this change? Well, it's all about making things easier and more sustainable for you and for us:

- Instant access: No more waiting for the postman!
- Always available: Your online portal is open 24/7.
- Environmentally friendly: We're reducing our paper usage to help the planet.
- Convenient and secure: All your important documents are safely stored in one place.
- Supporting our mission: It also helps us make your membership fees go further in supporting our mission to save lives.

If you have any queries, please email us at support@iam.org.uk

Thanks for being a part of the IAM RoadSmart community and for your continued support.

Best wishes,

Antony Kildare, Chief Executive Officer, IAM RoadSmart

Gloucestershire Older Drivers Forum recently ran a webinar on Post Crash Advice. As a result of the webinar they have created a useful fact sheet on what to do should you come across a collision or are involved in one.

2020 British Red Cross survey found that nearly half of drivers (47%) were unsure how to react in an emergency. Additionally, 59% stated they did not feel confident in providing first aid at the scene.



'POST CRASH'
February 2025

1. Introduction

Highways report that in Gloucestershire there are annually around 1,000 personal injury traffic collisions.

(This will be an under-reporting as many collisions do not come to police attention). **Therefore, there is a strong possibility that at some time we may witness or come across a traffic collision.**

2020 British Red Cross survey found that nearly half of drivers (47%) were unsure how to react in an emergency. Additionally, 59% stated they did not feel confident in providing first aid at the scene.

Mature drivers with age related health issues may be more vulnerable if they try to give support at a crash scene. For some the stress could trigger a medical episode.

However, with forethought and care mature drivers can still be of great assistance.

This document summarises content from an Older Drivers Forum community webinar. These webinars take place at 10:00 on the last Saturday of the month, except August, and last one hour.

If you would like to attend a webinar, go to www.olderdriversforum.com/gloucestershireevents/ where dates and registration details are updated regularly.

Please share this information with anyone you think it could be of benefit.

2. Vehicle Preparedness

Below is a list of essential equipment we should have in our car.
These could be lifesavers at the scene of a crash.

Insurance and breakdown service documents in your glove compartment with the telephone numbers stored on your phone

Warm blanket, water, energy bar, mobile phone charger, torch, warning triangle, first aid kit and high visibility bibs

Emergency car glass hammer with built in seatbelt cutting blade. If you must break a car window hit the outer edge as this is the weakest point of the glass

If you have a hidden disability wear a Sunflower lanyard and have a sticker on your car. This will alert the emergency services that you may need a little more help

Whats3Words app on your mobile phone. This identifies your location within three metres by three words. These can be given to the emergency services which is helpful on rural roads with few obvious landmarks

Lions club 'message in a bottle' in your glove compartment with your personal and medical details

3. POST CRASH CARE

If you have witnessed or are first on the scene of a crash, it may be a big shock.
Your priority must be to take care and not put yourself or your passengers at risk and potentially escalate the situation.

3.1 RURAL ROADS

Arrival on scene

Stop in a safe place. This may be before or after the crash but not on a corner, brow of a hill or a narrowing section of road

Watch out for hidden ditches and soft verges

Leave plenty of space for emergency vehicles. Ambulance and fire brigade services will want to get as close to the crash site as possible

Turn on your hazard lights

Be aware of other vehicles arriving on the scene. On roads with speed limits above 30mph it is difficult to gauge the closing speed of incoming vehicles

Alerting Emergency Services

Identify where you are using the Whats3Word app, your sat nav or activating the SOS system in your car, if it is so equipped.

Then call 999 or 112. 112 is an emergency phone number that can be used free of charge on mobile phones across Europe. (The SOS system automatically connects you to a control room that will then connect you with the emergency services)

Once connected give as much information as you can about the crash scenario, location, crash setting, number and type of vehicles involved, and number of casualties

Intervention Roles

Decide if you are fit enough to do more, if not get out of your car and stand in a safe position. If you have a disability stay in the vehicle with your seatbelt on

If you can give more support and are a couple decide who is going to do what. The person with the most recent first aid training should be assigned to go to the crash site, whilst the other will place the warning triangle to warn oncoming traffic

Gather essential equipment, warning triangle, first aid kit, glass hammer and blanket

Take care when placing a warning triangle. Once the triangle is set make sure to walk back on the side of the road toward oncoming traffic

Approaching Crash Site

Take care of risks such as spilt oil, broken glass, and damaged power supplies. Also, if the vehicle is carrying any hazardous materials which will be indicated by warning signs on the vehicle

Watch out for casualties wandering about in a state of shock. Guide them to a place of safety and get them to sit down. If in shock they could pass out and injure themselves in a fall

Do not be tempted to sit them in your car. If they have a seizure, then your car could be damaged as the casualty is extracted by the emergency services

Make sure no one is smoking as there is a risk of fire from spilt fuel

Check the car engine is turned off. Cars with a keyless entry system will have a stop/start button

Electric Vehicle Caution

✓ **Stay clear of the battery which will be under the floor of the car.** This is in case the battery is damaged which could lead to an electric shock or fire ✓

Do not attempt to deal with a battery fire. This can only be suppressed by fire brigade specialists

Casualty Assessment

How many casualties are there? Are they trapped? What is the severity of their injuries? If available ask your partner or a bystander to ring 999 or 112 with an update. If a casualty is trapped the fire brigade will be required
Other vital activities of bystanders. Ask them to take as many pictures as possible of the crash scene and number plates of cars on site

First Aid

Check the quiet casualties first. Those calling out in pain are conscious.

The quiet casualties maybe more seriously injured

We should all be trained in first aid as a vital life skill including how to get an initial reaction from a casualty – shout, check and open airways, if breathing has stopped delivering CPR, and how to stem heavy bleeding

Do not move the injured from a vehicle, unless they are in immediate danger such as the car might catch fire

Remove motorcyclists' crash helmets. This is new advice and is in case CPR is required.

Keep them warm

Stay with them and reassure them help is on the way

Preserving the Evidence

✓ **Do not move vehicles or debris** unless absolutely necessary. The area may be declared a crime scene and the forensic investigation team need untampered evidence

Arrival of Emergency Services

Stay on the scene

Give your contact details and mobile/dashcam images

3.2 MOTORWAYS/DUAL CARRIAGEWAYS

High Speed Traffic Risk

Do not stop

Make a note of nearest location marker

Alerting Emergency Service

Continue to the next exit/service station

Call the emergency services

If on the opposite carriageway do not slow. Slowing could trigger a multi vehicle collision with yet more casualties

3.3 POST CRASH SHOCK

Self-Care

Be aware after your experience you may be in shock, the impact of which will vary from person to person

Drive home with great care

If you experience long-term emotional impact, seek professional help

4. KEY ADVICE

If you are first on the scene of a crash **do not feel to you have to be a hero.** Providing prompt accurate information and staying out of harm's way will be very helpful for the emergency services. This will enable them to respond quickly and effectively so that everyone involved receives the care they need as soon as possible

5. USEFUL CONTACTS

St John's Ambulance First Aid Training www.sja.org.uk

Biker Down! courses www.bikerdown.co.uk alternatively email bikerdown.gloucestershire@gmail.com

GEM Motoring Assist 'Blue Light Aware' videos https://youtu.be/Sq_qBijChWk

Crashmap www.crashmap.co.uk

Met Office www.metoffice.co.uk

Whats3Words www.whats3words.com

Highway Code www.gov.uk/browse/driving/highway-code-safety

This post-crash advice was researched and produced by the Older Drivers Forum (ODF) for Gloucestershire with the support and advice from ODF chair and founder Rob Herad MBE and Scott 'Rossy' Ross MBE to whom we are very grateful.

We are a voluntary organisation who operate under the charitable status of the Gloucestershire Older Persons Association (charity number: 1124977)

To donate to support our work please email odfglos@gmail.com for details.

Thank you.

The credits for this article go to; Nigel Lloyd-Jones Co-founder Older Drivers Forum (ODF), Rob Heard MBE ODF Founder and Chair and Scott 'Rossey' Ross MBE

The Older Drivers Forum produce lots of interesting information for drivers, be they advanced or otherwise, older or otherwise, if you have the time seek them out on the internet.

(As an occasional motorcyclist myself I am unsure about the information to remove a motorcyclist's helmet unless you are already sure it is required for CPR, most helmets are tight fitting and if removed by someone unsure of what they are doing could cause additional damage. Editor)

Volunteer compliance (A plea from IAM Roadsmart Head Office)

When you send emails to multiple recipients, please remember to always use the 'BCC' (Blind Carbon Copy) field.

One of the most common data breaches occurs when email addresses are accidentally shared by placing them in the 'CC' field instead of 'BCC.' Using 'BCC' ensures that individual email addresses remain private.

REMOVING MOT EXEMPTIONS

The government is considering a major change to MOT regulations, which could see thousands of classic car owners facing new inspection requirements. Currently, vehicles over 40 years old are exempt from the annual MOT test, based on the assumption that they are well-maintained and rarely used. However, a new proposal could reverse this exemption, requiring vintage vehicles to undergo safety checks for the first time in decades.

This change could affect more than 340,000 classic car owners, many of whom have long relied on the exemption to keep their historic vehicles road-legal without the costs and requirements of annual testing. While some classic car enthusiasts welcome the idea of age-appropriate safety checks, others argue that these vehicles are already well cared for and that the additional regulations would be unnecessary and costly. With the new rules potentially coming into effect in 2025, the debate over how to balance historical preservation and road safety is heating up.

The Department for Transport (DfT) has launched a consultation on whether the current MOT exemption for classic cars remains appropriate. Under the existing system, vehicles over 40 years old are not required to pass an MOT test, unlike modern cars, which must be inspected annually to ensure they meet road safety and environmental standards. However, when it comes to introducing something on safety grounds many people consider that there should not be an exemptions unless of course such vehicles are not driven on the road.

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

Letters to the Editor

Dear Andy

Every year, and 2025 is no different, I get frantic emails from motorists who have accumulated many parking tickets and fines because they did not update their 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 the court and with bailiffs

Just the 2 days ago I received an email from a motorist where bailiffs pitched up at his door, clamped his car and demanded a massive £2,100 which he had to pay to get his car unclamped! All because he did not update his V5 when he moved house.

Therefore please take the opportunity now to check your 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!).

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 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]

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).

Please updating your driving licence details does not automatically update your V5 details. YOU MUST UPDATE BOTH!!

Barrie Segal

{ }

Why can't cars play football?

Because they only have one boot!

What do you call a Ford Fiesta that ran out of fuel?

A Ford Siesta!

What's a car's favourite meal?

Brake-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 and although most by Chris is now looking dated their message is still relevant

PLEASE NOTE

The deadline for contributions to the next Newsletter is 31st of May 2025

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