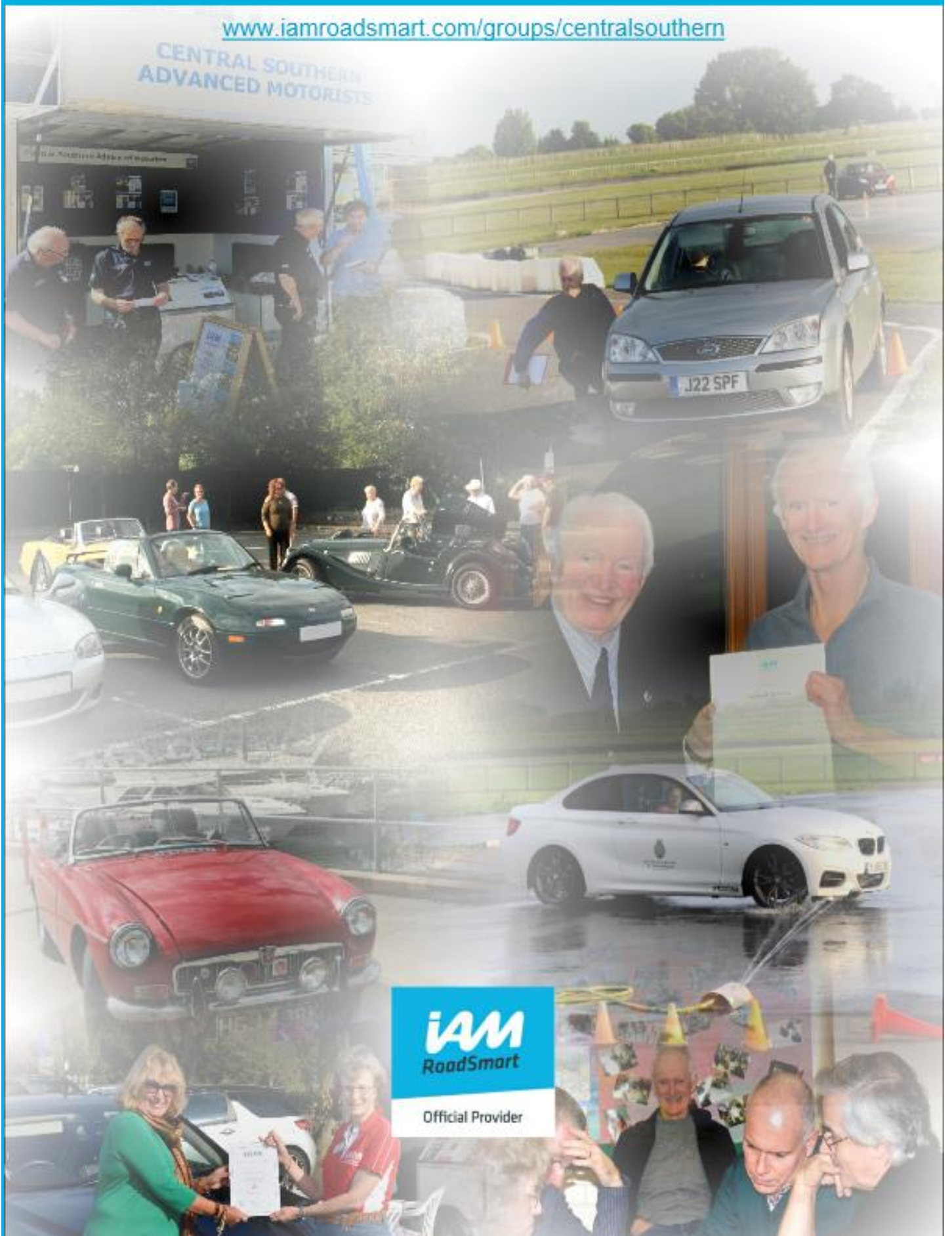


Summer Newsletter 2024

CENTRAL SOUTHERN ADVANCED MOTORISTS

www.iamroadsmart.com/groups/centralsouthern



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From the Editor



Welcome to our Summer Newsletter.

I am sure that this summer will be starting properly soon, so far there I have seen a few brief flashes of what our summer should be.

Having travelled to Weymouth for a few days recently I thought I would let you know of the things not to be missed when down that way, but first to point out how misconceptions can arise in the un-initiated in the ways of advanced driving. Now to set the scene, we were traveling with friends but in separate cars and my car can accelerate much quicker than our friend's car. At one junction we waited for a while to pull out because a large group of vintage motorcycles were passing, and nice to see. When there was a gap I pulled out quite quickly and our friends then followed us out. I slowed to allow them to catch up and thought no more about it, later that evening our wives were talking and my wife relayed that my friend's wife thought I had pulled out too quickly and in her words "burnt rubber". My friend's wife does not drive and my friend drives quite sedately so I would concede that I pulled out quicker than she is used to but what she had smelt was not my tyres but the lingering smell of Castrol R left by some of the vintage bikes. This demonstrates the problems of accepting criticism from people with no experience of the subject.

Now for the places to see if near Weymouth, Nothe Fort claims to be Weymouth's number one heritage attraction. Located at the entrance to Weymouth Harbour, the Fort offers excellent 360 degree views across Dorset's Jurassic Coast. Maintained by volunteers the fort is just how it would have been towards the end of World War Two and a great place to spend a few hours. I had to run back to the car and pay for additional parking because I had underestimated how long we would want to stay. You can discover the maze of underground passages, a museum of the Fort's history, parade ground, impressive guns positioned high on the ramparts

Abbotsbury Subtropical Gardens is a 20-acre space just a few miles from Weymouth, brimming with exotic plants, known for its Camellia groves and Magnolias.

You can take a stroll through the gardens and look out for the Victorian walled garden, which creates a unique micro-climate, allowing rare and exotic species from all over the world to thrive there. Whilst there you can enjoy refreshments at the colonial-style tea house. I enjoyed this visit even though it rained whilst we were there and it would have been so much better in the dry. There is plenty of free parking.

The following day we returned to Abbotsbury to visit Abbotsbury Swannery which is said to be the only place in the world where you can walk through the heart of a colony of nesting Mute Swans! From mid-May until the end of June, families can see lots of baby swans (cygnets) running around! You may be lucky, as we were, and see some of the cygnets hatching. My wife volunteered to help feed the swans at their lunch time feed. Again there is human food also available on site and plenty of free parking.

Also close to Weymouth is the The Swanage Railway, a must for those who enjoy steam trains.

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Located in the Isle of Purbeck, the rebuilt Swanage Railway is the perfect place to enjoy a great family day out on Dorset's Jurassic Coast. The heritage railway attraction operates full-size steam and diesel passenger trains along the five and a half miles of line from Norden to Corfe Castle and down to the Victorian seaside town of Swanage.

The line has stations at Corfe Castle and Harman's Cross as well as a halt at Herston, on the outskirts of Swanage. There are refreshment buffets at Norden and Swanage stations with picnic tables at most of the stations so you can soak up the atmosphere while enjoying a picnic.

The station shop at Swanage is well stocked with souvenirs, railway books and DVDs, a large selection of items for model railways as well as clothing, railway prints and gifts for all ages.

Whether you are a railway enthusiast, looking for something to do with the family, or planning a visit to the beach, the Swanage Railway will provide interest and enjoyment for all.

On the return trip to Norden, which was where we started our journey, we found the Purbeck Mineral & Mining Museum as we left the station to return to the car park. The museum provides an intriguing glimpse into the history & heritage of Purbeck ball clay mining. This is a truly local museum. Telling the story of the area's ball clay industry, it's a fascinating way to look into the Isle of Purbeck's past and learn how industrious clay miners were here, right back to the 17th Century. There is no entrance fee just a request for donations as you leave and, at least on the day when we visited, there was an older gentleman there who recounted his experiences of working in the mine back in the 1960s when it provided a fair proportion of the local employment opportunities.

Back to local issues;



OK we can all see the sign for the junction on the left but what is the sign below it? If you have signs like this at your home please keep the signs visible and if the offenders are your neighbours please have a word with them.

The obscured sign is road narrows from both sides but who would know today? Not only does the road narrow but the footpath on the left ends so it would be good to be able to see the signs which our taxes have paid for.

I am always looking for articles for this newsletter, if you have anything to say which you think our members would appreciate please forward a copy to me. Contributors, both old and new, would you please forward your work to my newsletter email address, editor@csam.org.uk.

Andy Wilson,

Newsletter and Website Editor

Forthcoming CSAM Events

Members are advised to check the Events page of the CSAM website before setting out in case of last minute changes. Please click on the links on the website to find maps showing approximate location of venues. Unless otherwise indicated, events and activities are open to all Members; everyone is encouraged to come along and, if they wish, to bring a guest or family member(s).

[CSAM Events Page Link](#)

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

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

From Our Chairman



This newsletter article is another tough one I'm afraid to say. It is with great sadness that I pass on the news of the passing of two stalwarts of IAM RoadSmart in the South.

Firstly, Tim Lincoln, who was the Chief Observer of Worthing Advanced Motorists, a Masters Mentor and most recently and Examiner. While I only met him a handful of times, he was always charming, incredibly helpful and a huge supporter of the road safety cause we all hold dear to our hearts and that brings us together as a group.

CENTRAL SOUTHERN ADVANCED MOTORISTS

Secondly, Shiela Girling; Sheila was the CSAM Group Secretary when I joined, and it was an absolute pleasure working with her on the Committee. She was always supportive in her committee role, discharging her duties with a calm efficiency. She was also a great Observer and I'm sure her countless Associates are grateful for the wisdom she passed to them.

They will both be greatly missed by the CSAM and IAM RoadSmart communities.

I now find myself in the latter half of my last year as Chair of CSAM, and feel the need again to ask you, the membership, to please come forward and volunteer for committee roles. You don't need to be an Observer, just prepared to give up a few hours each month to help the group. The group simply cannot function without those who help run it behind the scenes.

Standing down at the AGM was always my plan, and I had hoped to help the group committee in some way, but life has changed a little and I will be moving to the Midlands whenever I am able to sell my house. It is therefore essential that we have a few fresh faces around the [virtual] committee table. We meet as a committee every second month for about an hour and a half to two hours by video conference, so the fixed agenda is modest and each role then has a varying commitment in terms of time and effort.

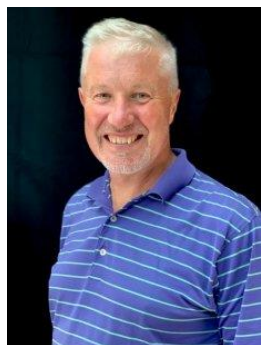
I will of course continue working with IAM RoadSmart in some manner to be determined...

Say safe,

David.

Chair

Chief Observer's Corner



We continue to see a healthy number of new associates taking up the course and I welcome everyone who has joined us recently.

As reported elsewhere in this newsletter it was a great shock to learn of Sheila Girling's passing. Sheila was an excellent and dedicated observer for the group and did many other roles and supported the cause so much. She has left a big gap in the team and we will all miss her.

We also said goodbye and thank you for years of dedication by Derek Williams in April. Derek has been a member for nearly 30 years and has supported many associates in passing their advanced driving test in that time. I thank Derek for his commitment and dedication as a volunteer over this time.

This year we have so far welcomed 28 new associates. This is really good and we try to allocate associates on a first come basis, depending upon availability of observers in the locality of associates. With 24 active observers, all with at least one associate, we have had a little bit of a wait but I am pleased to say that we are gradually reducing the numbers on the wait list and I apologise for the delays.. Thanks for your patience!

It's a nice link into our Observer training programme as well! We have 4 Observers training to complete their National Observer qualification. This is now the default qualification that IAM will recognise from 1 April 2025, so it is important that we support and help our existing observers to attain and maintain these standards. Recently Gordon Egerton (Chichester)

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passed his National Observer reassessment and Vince Clarkson (Crawley) passed his reassessment in April, along with Tony Harper (Brighton) who passed his initial National Observer Assessment. Well done to everyone and your success helps support all our associates in undertaking their advanced driving test!

We have 4 trainee observers, 3 of which are just starting their training and if anyone is out there who has passed their advanced test recently who could help us expand the observer team and help more associates, please do get in touch with me....

We also have a lot of other activities that "just happen" in the group and where we have a few people doing a lot of support, it would be great to build a network and team that can help with supporting, identifying, planning and attending events, recruiting observers and associates and helping associates get more out of their membership. All help gratefully received!

This year we have had 14 people take their test. 7 have passed with a F1rst and 5 with a pass We have unfortunately had 2 failures, but I am pleased to say one retook the test and gained a F1rst and the other associate is planning to take their test again shortly. We are here to help whatever the outcome, and if you are keen to progress and improve we are keen to help you!

I do get a few questions about how frequently you should be planning your observed sessions and I thought it would be opportune to give some feedback on this.

Firstly, everyone learns in different ways – we don't try and deliver the course in a single or predefined way, so its important to know how you learn best. The guidance all observers get is that the session should be planned around a 60-90 minute window...to allow a good brief at the start of the session and debrief afterwards. This allows for 45-60 mins of driving. Anymore and retention and concentration can become an issue. There may be exceptions where for example you may need to travel further to do some practical driving on motorways as in our area, we only have 2 motorways on the extremities of our area.

We recommend that you try and have observed sessions every 1 or 2 weeks. There may be times when you have to have a longer interval, but to maintain the momentum and learning of the course, this is the recommended intervals. You also need to be prepared to practice! As with everything, if you just have the sessions, the progress is going to be slower than if you can practice the learning from observed session between each drive.

On average from our records of associates progress the average number of runs required before an associate is test ready is between 8 and 9 drives. I hope this helps with your planning and progress of your course. We understand that we all lead busy lives and sometimes you cant meet as frequently as recommended, but generally apart from the obvious extension to the time taken, the number of runs required increases as the frequency reduces.

As an extension to this, it is worth explaining the test procedure.

Once we sign off all your competencies in the logbook and you have a pre-test check drive with another observer, we will put you in for your test. You can request a test at any time via the IAM portal, but we encourage and recommend that you wait until you are checked as test ready.

Once you are put in for test, you will be notified of your examiner and the examiner will contact you using the contact details you registered with IAM at the start of your course. You arrange a suitable test time and date with the examiner. Please keep your observer updated with this information as from the time we put you in for test, we do not get any further information until the examiner submits his test report!.

Again, delays in fixing a date can impact your readiness for the test, and although your observer will generally offer another drive pre-test, we expect you to fix the date as soon as reasonably practical please. In addition, your observer will also be starting a new course with a new associate, so we want to make sure we don't delay this more than we need to.

Paul Davies

Chief Observer

chief.observer@csam.org.uk

Membership Mumbblings

I was recently out walking around town and watched a number of drivers and how they handled pedestrians at junctions and roundabouts. Suffice to say, many drivers were not following the guidance around the hierarchy of road users that was introduced into the highway code in January 2022. This got me thinking, when did each of us last sit down and go through all the various driving theory that new learners have to know? How many of us stick with what we remember from our own test plus a refresh when we took the advanced driving test? I'm often struck by the quality of the theory knowledge that my young associates have.

As advanced drivers, we should all be familiar (and correctly apply) the latest highway code together with "Know Your Traffic Signs" which covers the specifics of road signs.

I'd encourage everyone to get the latest versions of these (or the app!) and spend the next rainy day getting back up to speed.

With summer now in full-ish swing, it may now feel that conditions are easy. As advanced drivers though, we have to be attuned to the more subtle risks that come at this time of year. Ice is obviously dangerous in winter but now in the summer, what risks have emerged with the seasons? We now have seasonal drivers on the road who may have had an extended gap over the winter. How can you identify a driver who might be struggling with the situation they are in? As always, it's the information phase. Look at all the vehicles around you. If you were driving each, would you be doing what the driver is doing, if not why not? Consider whether you are observing material errors from them and adjust your plans accordingly.

Dry weather (some chance!) followed by rain makes the roads very slippery as the build up of oil and debris combines with the rain water to make a pretty good lubricant. Again, early information and planning will assist you to manage these. Never drive on "autopilot".

Drive safely and think about what other summer risks do you observe whilst driving.

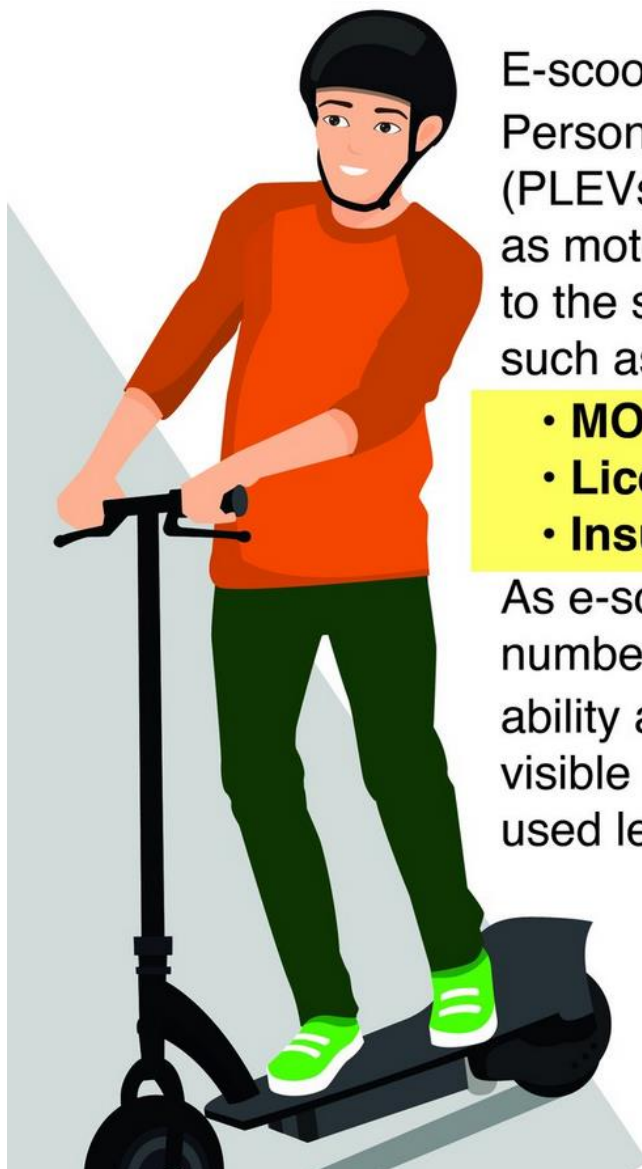
So to our membership numbers. We have 236 members in total which includes 157 Full members, 18 Fellows and 48 Associates. I would like to congratulate and welcome 5 recently

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qualified associates: Kate Bartholomew, Colin Beale, David Birchmore, Peter Harding and Andy Jacobson. Also, a warm welcome to our 11 new associates: Simon Crabb, Anya Griffin, Abigail Heath, Gwilym Jennett, Martin Lester, Paul Lucey, Brian Lynch, Michael Pelss, Steven Ryan, Neil Simmonds and Caroline Woulds – I hope that you are all enjoying the process of becoming an advanced driver.

David Stevens

Membership Administrator



E-scooters are classified as Personal Light Electric Vehicles (PLEVs), so they are treated as motor vehicles and subject to the same legal requirements, such as:

- **MOT**
- **Licensing**
- **Insurance**

As e-scooters do not have number plates, signalling ability and don't always have visible rear lights, they can't be used legally on the roads.

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PARTNERSHIP

FIVE COMMON QUESTIONS

A new survey by Independent Advisor Car Insurance asked five common questions in a survey sourced from the Theory Test and has found that 88% of UK drivers failed to answer five basic theory questions.

- Q1. What, if anything, do you think triangular road signs indicate?
- Q2. What lights, if any, do you think are appropriate to turn on when driving on the motorway at night, when there are cars ahead of you?
- Q3. What, if anything, do you think the legal speed limit on a motorway is, if no signs indicate otherwise?
- Q4. When driving on a wet road, what time gap, if any, do you think you need to leave between your car and the car in front of you?
- Q5. What, if anything, do you think you should do if you have to quickly slow down when driving on the motorway?

The real theory test pass mark is 86%, in this case, we consider the pass mark to be 80% equating to 4 out of 5 questions being answered correctly.

Of 2,010 drivers surveyed, only one in ten could answer all five common driving theory questions correctly. With the passing threshold set at four out of five questions, an alarming 51% would have failed the driving test if retaken.

The weakest age group was 17 to 24-year-olds where less than one in three (32%) provided four or more correct answers, with one in ten failing to get any correct. This poor driving knowledge among novice drivers signals a troubling trend, especially given that drivers aged 17 to 24 were four times more likely to be in serious crashes than those over 25, according to latest government reports.

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

Pre-MOT Checks

The following information is from an email from Money Saving Expert. (Thanks to Phil Coleman for bring it to my attention) Many MOTs are failed for items which could and should be checking ourselves. Martin says "First do a DIY MOT of most common fails."

According to DVSA data for the year up to March 2023, almost a third of cars, vans and small passenger vehicles failed their MOTs first time, and often due to simple, avoidable reasons. Don't worry, checking for these requires common sense, not mechanical sense, though while some of the fails you can sort yourself, others will need professional assistance. Either way, sorting them before the test is usually cheaper than after.

Over a quarter of MOT failures are due to lights, reflectors and indicators. So walk around to check your car's, front and back.

The table below lists the most common reasons for failing an MOT based on data from the DVSA, and what to do about them. Of course, we're MoneySavingExperts, not motoring experts, so the info below on how to carry out checks has come from the DVSA and RAC.

The most common MOT failures – and how to beat them

Reason for failure (and % failed on it) (1)

Checks to do beforehand

Lights, reflectors, electrics (11%) Are all lights fully working? Have someone sit in the car while you walk around checking every light – front, rear, headlights and dipped, hazards and indicators and number plates.

You need to check front fog lights too – plus if your car was first used on or after 1 Sept 2009, check the reverse lights, and if first used on or after 1 Mar 2018, the daytime lights.

If any aren't working, buy a new bulb for a few quid and replace it. It's easy in most cars, though a few do make it more complex.

Suspension (9%) Check suspension. While a full suspension check is difficult, to see if the shock absorbers have gone, quickly apply your weight to each corner of the car then release. It should quickly settle back.

Brakes (7%) Is there tension on the handbrake? Not easy to test yourself, and it'll need a proper mechanic to fix it. But if your brakes feel loose and unresponsive, or the handbrake slides up without resistance and can't be ratcheted at a set level, it's likely there's a problem.

You should check the brake wear warning light too if you have one – it's a light on the dashboard of some cars which comes on when the brake pads have been worn down. If your car's got one and it's lit, it could fail an MOT, so get it looked into first.

Tyres (6%) Check tyre pressure. To check tyre pressure, look up what they should be, and fill 'em up if needed.

Check tyre tread. This is the depth of grooves for road grip. The legal minimum's 1.6mm for a car tyre (enough to let surface water slip through). To measure, use the quick 20p tyre test detailed on the TyreSafe website. Pop a 20p coin on its edge into the main grooves of the tyre tread. If the outer rim of the coin is hidden, your tyres should be legal. If you can see it, get them checked.

Windscreen, wipers, washers (5%) Is the driver's windscreen damaged? Damage in the driver's central view should be no larger than 10mm. In the whole of the swept area, it should be no larger than 40mm. If it is, get it fixed pre-test (often this is included with fully-comprehensive car insurance policies).

Windscreen wipers? Front wipers are in the check. They need to clear the windscreen in conjunction with the washers. If your car was first used on or after 1 Sept 2009 and it has headlight washers, check they're working too.

Exhaust, noise and leaks (3%) Is the exhaust leaking? To check, start the engine (in a well-ventilated place, at normal temperature) and from the rear of the car listen for any unusual noises or abnormal smoke. These indicate a leak, which you should fix before the MOT.

If you've a diesel car with a diesel particulate filter (DPF), and there's smoke of any colour coming from the exhaust, it'll fail, so check it out before you take it to be tested.

Are all fluids topped up and staying put? Check the brake fluid, windscreen washer and oil reserves. You'll need to check for fluid leaks too.

Steering (2%) Is your steering working properly? Again this isn't really easy to check for yourself, so if you think the steering is less responsive than it could be, or have noticed any other issues, it's likely you need to get it looked at. Also check for a warning light.

The rest (N/A) (2) An all-over once-over. Make sure the fuel cap is secure and mirrors are in good condition, and doors, horn, seatbelts, speedo, etc, are all fully functional. Also check no other warning lights are on, and that bumpers and floors are in good condition.

(1) Percentage of first-time MOT fails, according to DVSA figures for the year up to March 2023. (2) There are no official figures, but we know these are common reasons for fails.

There's a short series of DVSA videos to help you check your car before an MOT. Bear in mind these were published in 2016 [link](#), so won't cover the changes which came into force in 2018 [link](#).

INTELLIGENT SPEED ASSISTANCE

EU driving laws will see the implementation of "mandatory" speed limiters fitted to all new cars from July 2024 which will have an impact on UK drivers due to the heavily integrated nature of the UK and European automotive sectors and it is hoped that the introduction of 'mandatory' speed limiters will have a major impact on how we drive on roads as it will force drivers to stick to speed limits automatically.

Sitting alongside a range of new safety features destined for all new cars, mandatory speed limiters came as part of the General Safety Regulation proposed by the European Commission, approved in 2019 by the European Parliament and all EU member states. Though the UK is no longer in the EU, it has been confirmed that the UK will still utilise the technology.

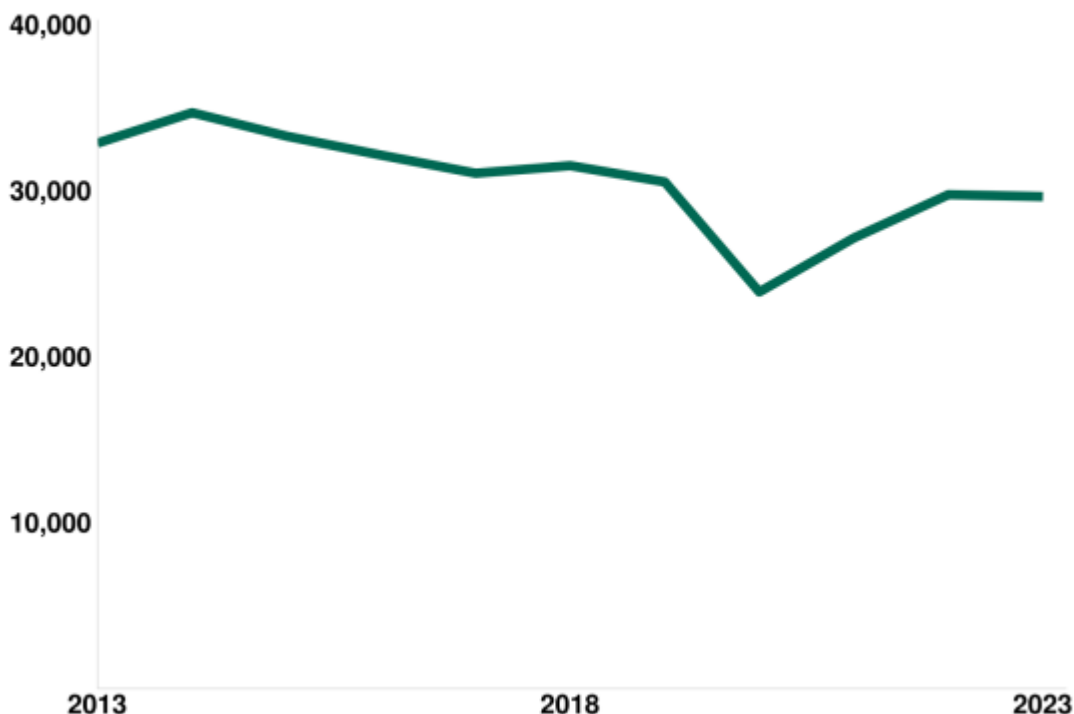
Dubbed Intelligent Speed Assistance (ISA), the limiters will use GPS data and/or traffic sign recognition cameras to determine the speed limit of the road a vehicle is travelling on. Engine power will then be limited to match this - preventing the car from exceeding the speed limit.

It is suggested that you may be able to override the system for the current journey by pushing hard on the throttle, however the system will default every time a car is started. However if you manage to disengage the system it is likely that you will get a sound warning and a visual display a visual warning until the vehicle is operating at or below the speed limit again. We will find out more as we get the technology working on our network.

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

Reported road casualties Great Britain, provisional results for 2023

Chart 1: Reported road KSI (adjusted) casualties, in Great Britain, 2013 to 2023 (provisional)



The National Statistics department in the Department for Transport have just released the provisional results for 2023 for 'Reported road casualties Great Britain'. Details of this can be found by [clicking here](#)

Headline figures

In reported road collisions in Great Britain in 2023 there were an estimated:

- 1,645 fatalities, a decline of 4% compared to 2022
- 29,643 killed or seriously injured (KSI) casualties, little change compared to 2022 (KSI means Killed and Seriously injured)
- 132,063 casualties of all severities, a decline of 3% compared to 2022

Considering the different road user types and demographics, the statistics show:

- of the 4 main road user types, the road user type with the biggest estimated percentage change for 2023 compared to 2022 for fatalities was motorcyclists, which showed a decline of 12%
- of the 4 main road user types, pedal cyclists had the biggest estimated percentage change for 2023 compared to 2022 for all casualties, which showed a decline of 6%
- in 2023, 75% of fatalities and 61% of casualties of all severities were male

Comparison between Young and Older Drivers

Interesting from their release they said for in relation to all ages, percentage of the fatalities between 2013 and 2023 shows:

- 24% were aged 17 to 29 years, this is a 24% decrease for men and 33% decrease for women since 2013
- 23% were aged 70 years old and over, this is 19% increase for men and 6% increase for women since 2013

For females the age group with the most fatalities in 2023 was 70 year olds and over with 151 fatalities.

Where councils and national bodies are often focussing on young drivers, this shows fatalities are going down for younger drivers, but up for older drivers fatalities are on average increasing in the last 10 years.

What can you do?

This is why ourselves at the Older Drivers Forum are working hard to help and support mature motorists to carry on driving safely for longer. We can do many things to help ourselves, visit our page for 'Older Drivers' which gives practical tips to reduce your risks. You can also visit our 'Webinars' page to see previous recorded webinars which give great support and advice on a many different subjects.

The main reason Older Drivers have an increase risk of fatalities is mainly because of our frailty and being involved in a collision can cause us to be more seriously injured than many other age groups. We need to ensure we never become complacent about our driving as we age.

Our calculations show that Nationally in 2023:

Fatals - for all car occupants

- All ages - 749
- 60 and above - 262
- This shows 35% were in the 60 and above age group

KSI's (Killed or Seriously Injured) - for all car occupants

- All ages 11,655
- 60 and above - 2,972
- This shows 25% were in the 60 and above age group

All Casualties - for all car occupants

- All ages - 72,155
- 60 and above - 132,248
- This shows that 18% were in the 60 and above age group

Other analysis of the provisional 2023 data shows:

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- 75% of fatalities and 61% of casualties of all severities were male
- 4% of fatalities and 10% of casualties were aged 16 years old and under
- 24% of fatalities and 29% of casualties were aged 17 to 29 years old
- 23% of fatalities and 8% of casualties were aged 70 years old and over

(Taken from the Older Drivers Forum Newsletter, [Older Drivers](#))



*"I am genuinely full of empathy and compassion
until I see how other people drive."*

ADVANCED DRIVER ASSISTANCE SYSTEMS

Calum Thompson, Group Aftersales Director at Vertu Motors, has given his opinion on the top four technologies you need in your car starting from the viewpoint that:

"Almost all of the new cars that you browse for nowadays will have some advanced driver assistance systems (ADAS) but it's not easy to know which ones are worthwhile for the types of journeys you are going to make. That's why it's important that you know what each of them do and what they are for.

This can help you make an informed decision about which technologies are going to improve your driving experiences, and which are going to be little buttons on your car that you don't know what they do because you've never pressed them."

Adaptive Cruise Control

With 18% of all collisions being due to drivers failure to judge speeds, one of the best systems you can invest in is adaptive cruise control. This can monitor the speed of the car in front of you and adapt your speed to help maintain a safe distance between your front bumper and the back of another car. A great feature for anybody who regularly travels long distances via motorways.

Blind Spot Monitoring

Another good feature to look out for is blind spot monitoring considering that 34% of all collisions are due to drivers not looking properly before pulling out. This system involves sensors installed in your wing mirrors that alert you when another vehicle is in your blind spot. Some systems can even anticipate potential collisions and engage steering control, or issue an alert to prevent a collision.

Driver Alertness Detection

With nearly two-thirds of all collisions being due to driver error, it is little wonder that one of the more popular ADAS is driver alertness detection. This system can monitor your steering patterns, vehicle positioning, and in some cases where the driver is looking. It will alert you if it feels that you are not paying enough attention and will encourage you to take a break.

Parking Assist

With 25% of all insurance claims relating to collisions at low speed or during parking, it's no surprise the popularity of parking assist. This can range from ultrasonic sensors which monitor the space around you and notify you if you are close to hitting something, to semi-automated systems which are able to measure the space and take over the brakes and steering for you. They are particularly beneficial for drivers navigating busy urban areas and manoeuvring into tight multi-storey parking spots.

You can find out about other features by visiting the ADAS Hub at <https://adashub.co.uk/> a valuable site to gain an understanding of both what is available and what assistance it can give to drivers.

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



Two priests are waiting in line at the pearly gates when they notice a dishevelled man being personally escorted by St Peter. One of the priests pipes up and says "surely as men of the cloth, we should get preferential treatment". St Peter responds, "this man is a taxi driver and has scared the hell out of a lot more people than the two of you"

What kind of car does a sheep like to drive? A Lamborghini!

I just got fired from my job as a taxi driver. Turns out people don't like it when you go the extra mile for them.

Letters to the Editor

Dear Editor,

My car was recently hit while parked, and the damage to the undercarriage was huge. We saw the crash on nearby CCTV, but could not get the registration plate.

The bigger problem, though, is sourcing the required parts. The crucial one, a new steering rack, needs to come from the factory in Korea and is on backorder. There's no indication as yet when it may arrive, which, with a driving holiday looming in 4.5 weeks, is proving really hard.

This letter is an appeal to fellow IAM Associates and members. I am on the hunt for a Kia E-Niro, 71 plate, UK, steering rack. It needs to be new so it can be coded to the vehicle. If you're a Kia dealer, know a Kia dealer, I would appreciate any leads on this item.

Thanks, in advance,

Patrick Olszowski

IAM trainee

podcastevan@gmail.com

Dear Andy

Every year, and 2024 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 reached £1,800 and had to pay the bailiffs who pitched up at his door and clamped his car!

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.

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 remember changing driving licence details does not automatically update your V5 details. You must update both!

Yours sincerely

Barrie Segal

Author of "Barrie Segal's Quick Guide to Fight Your Parking Tickets"

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



A Police Officer pulled over a suspect car, & during it's search found some matches & lighter fluid in the glovebox.

"What are these for?" he enquired.

The driver explained that he was a juggler & he was just on his way to a show.

Not convinced, he was asked to prove it, so the driver got out his props & began to juggle three flaming torches.

Just then an elderly gentleman & his wife drove past, he said to her "I'm so glad that I gave up drinking years ago"

"Why dear?" she remarked

"Well, just look at the road side test they give you these days"

Five Germans in an Audi Quattro arrive at the Italian border. The Italian Customs agent stops them and tells them:

"It'sa illegala to putta 5 people in a Quattro."

"Vot do you mean it'z illegal?" asks the German driver.

"Quattro meansa four" replies the Italian official.

"Qvattro is just ze name of ze automobile", the Germans retort unbelievably.

"Look at ze papers: zis car is desingt to kerry 5 persons."

"You can'ta pulla thata one on me!", replies the Italian customs agent.

"Quattro meansa four. You hava fivea people ina your car and you are thereforea breaking the law."

The German driver replies angrily, "You idiot! Call your zupervisor over, I vant to speak to someone viz more intelligence!"

"Sorry", responds the Italian official, "he can'ta come.

He'sa busy with a 2 guys in a Fiat Uno.

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 of August 2024

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