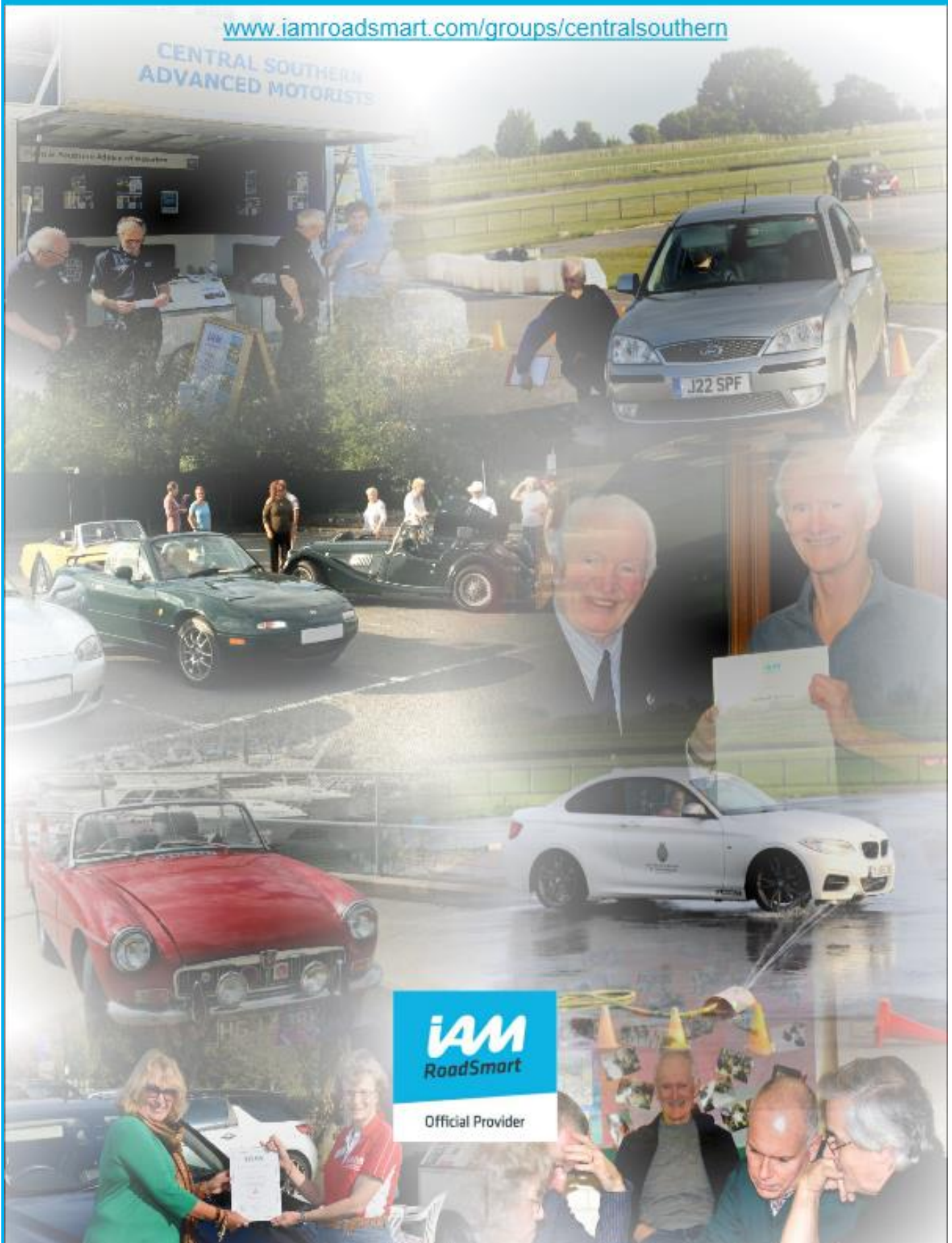


Summer Newsletter 2025

CENTRAL SOUTHERN ADVANCED MOTORISTS

www.iamroadsmart.com/groups/centralsouthern



CENTRAL SOUTHERN ADVANCED MOTORISTS

CSAM COMMITTEE

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Secretary	Graeme Lewington secretary@csam.org.uk
Treasurer	Stephen Monk treasurer@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



Firstly I am afraid that there was an error in the last newsletter's events, the next Observer training day was listed as October when it should be in November. Website is correct and this issue of the newsletter is also corrected.

Having recently spent some time in the West Country I was once again reminded of three things that I always tell new Associates, when in narrow single track roads with passing places, reduce your speed so that you can stop in half the distance you can see to be clear, the driver coming the other way needs the other half, always remember the last passing place that you passed, you may have to reverse to it and consider dropping your window slightly to help to hear other traffic before you see it. I was not convinced that the other road users I encountered were driving with these three things in mind. There is however a benefit from using these roads, there is very little traffic because so many choose to avoid them rather than learn how to use them and, in the West Country at least, you get to visit many interesting places along these roads.

Living here in the South of England we also need to remember that, especially at this time of year, we will be encountering many others who are here on holiday, driving over roads that are unfamiliar to them and probably in no hurry to get to their next destination. Please be kind and patient, they do not all have the extra training that our membership have. And another thought, never assume that a cyclist, horse rider or pedestrian has ever read the Highway Code.

Currently our CSAM website and repository of past newsletters is hosted on the IAM Roadsmart server. Although some consultation with the local groups has been promised it seems that this help from head office is to be taken away and if the group is to retain a website we will have to make our own provisions in the future. As many of you will know I have been maintaining our website under current arrangements but as a retiree I feel that my skills and knowledge in this area have been overtaken by developments in software and languages. It is now several years since I was involved with any other commercial website and the needs to ensure that it looks good on both a PC screen and on a mobile phone or tablet.

With this in mind I would like to know of any members with more up to date skills who would be happy to volunteer to pick up the creation and maintenance of a new website, should this become necessary? Anyone interested in this please contact me on the email address at the end of this article.

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).

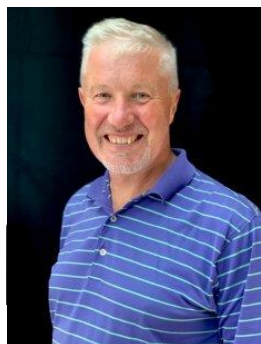
[CSAM Events Page Link](#)

There was an error in the last newsletter's events, the next Observer training day was listed as October when it should be in November. Website was correct and this issue of the newsletter is corrected.

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

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

From Our Chairman



I hope everyone is having a good summer? We are certainly busy with a number of things across CSAM at this time.

Since Feb we have been a trial group for the new IAM member's refresher course where full members of the IAM can purchase a 4 drive refresher course to update skills and refresh knowledge without the pressure of a test at the end of it. We have had a couple of members take this up and hopefully they will have found the course helpful. We are feeding back our observations but overall it seems to have been successful.

As a group we are looking for opportunities to spread the word and cause of IAM and the Advanced driving course. We do get many referrals from existing IAM and CSAM members - family members and friends and we are grateful for these opportunities... we also get allocated new members by IAM where people contact the IAM and enquire about the course. We don't currently have much local or Group presence around the area in the form of attending events and this is something we are keen to develop. It requires a few things though. Knowledge of an appropriate event - such as a car show, village fete, or other family and driving related events - the opportunity to organise to exist and volunteers on the day to attend and represent us. We do find this difficult and are always looking for keen members to help us with these sorts of things. Our core volunteers are our observers, and they put in a lot of time coaching associates on their advanced course, and undertaking training and routine assessments etc., but we can always welcome others to help!. If you feel you can help the group, please do contact me.

You may also notice elsewhere in the Newsletter that IAM are in the process of updating their website, with a new design - to be released sometime later this year. This will result in IAM removing support and provision of the group website that CSAM has within the existing IAM website - <https://www.iamroadsmart.com/groups/centralsouthern>. This means that we will either have to stop publishing to a website, look to create and manage a separate website, or use social media to get our news and information out to members. The latter two options require help, and we would be interested to hear from anyone with the skills willing to help us with this.

Back to driving, my experiences on the roads this spring and summer seem to focus on the growing trend of aggressive driving behaviour on our roads. It's concerning that drivers have little tolerance for other road users that may be in their path, flash lights and use horns to vent annoyance or worse and show disregard for Highway Code and road traffic regulations - mainly speeding. It is well understood that attitude and impatience contribute to a lack of concentration and observation, and this just increases the risks to other road users. Even as advanced drivers, trying to "control" situations through noble cause can put you and others in more danger. We need to maintain awareness at all times around us - and that's 360 degrees around us.

I often get asked about the technology in modern cars and as observers how much should we be aware of and able to explain. The explosion of technology to aid driving in recent years has led to a plethora of different systems and more importantly different methods of operation. As observers we cannot be expected to know everything about every car. I know many observers will research an associates make and model to become more familiar with the technology...Make sure you are aware of the systems and aids you have on your vehicle. They are still aids, so don't become reliant on them. The number of times I will ask what the speed limit is and the eyes goes straight down to the dashboard to see what the traffic sign assist system says! A bit like the "what's behind you" question prompting an immediate glance in the rear view mirror! What would you do if those aids stopped working? It shouldn't impair your driving.

There's been a lot of requests in this piece this month!. The final one is more pressing in that I will be stepping down from the role as Chair this year. We need to identify a successor as the Group is required to have a Chair to operate as part of the articles of the Group. You don't have to be an observer - just a member of the IAM and CSAM. If there is anyone who thinks they can help the group please do reach out to me. We can get you involved prior to the AGM in October to prepare and handover, I await your call.

Finally as summer comes to us all hopefully I wish you a good summer period and as people set off for holidays, breaks, visits and just sunny days out, drive safely and enjoy.

Paul Davies

Chairman

chair@csam.org.uk

CENTRAL SOUTHERN ADVANCED MOTORISTS

Chief Observer's Corner



To start on a positive note, I am pleased to inform you all that I recently passed my "Masters". Whilst very demanding, it was a very rewarding experience. I had to drive across to Junction 11 of the M20 to meet up with our ASDM, Tony Green. On the drive over, it rained all the way, both the M25 and M20 had an imposed speed limit of 50 MPH, likely the day gradually got better & dryer and I ended up with a pass.

Recently I have been busy supporting Trainee National Observers, providing a check drive for a "Fellow" and providing a Public Assessment Drive, All part of my role as Chief Observer.

CSAM currently has two members who are undertaking the "Members Advanced Re-Assessment Course". One (John Rose) is assigned to Paul Davies and the other (Ann Campbell) is assigned to me. This trial course is designed for members who want more than just a yearly check drive (which all Members & Fellows are entitled to). This course consists of up to four drives of 60-90 minutes. There is a cost of £99.00 and at the end the member gets a "Certificate of Completion". This trial course has now closed. Early feedback is that the course was a success and thus it will hopefully be made permanently available.

We are still fortunate to have five Trainee National Observers (albeit that two are non-operational). We have had two trainee National Observers pass their NOA. Another Trainee Observer has been made Test Ready and is waiting for an Assessor to be assigned to him. I am also informed that another Trainee Observer is progressing well.

CSAM currently consists of the following

- 24 No National Observers (10 of whom hold their Masters)
- 5 No Trainee Observers (2 No are non-active) &

Over the past few months, I have been informed by the IAM, that the trial of electronic run sheets, etc. is further delayed. This is due to the demand placed upon their IT department. I am one of the many COs who have voluntarily agreed to be part of the trial. Once I hear more, I will keep you all updated.

CSAM has recently received several requests for a "Tester Session" from members of the public. This consists of a single assessment drive with one of our National Observers. At the end of the drive the Observers provides both spoken and written feedback. It is hoped that the members of the public will then consider taking the Advance Driver Course.

Kevin Hopkins

Chief Observer

Associates' News



The last few months have seen a surge in new associates being allocated to us. We have also received requests for 4 taster drives and one refresher course. The latter is a relatively new course offered by the IAM for drivers who passed their advanced driving test some years ago but feel they would benefit from a refresh on their current skills (see below). It usually comprises of 3 or 4 runs covering most of the elements of the full course, although there is no test at the end. More details can be found on the IAM website.

We have also seen a good number of associates being put forward for their test. It is great news to hear that all those put forward have passed so well done to all of them.

The success of these associates passing their test has mitigated the impact of the influx of new associates on our number of associates waiting allocation. The past few months we have also had a number of trainee observers diligently working through their training and several of them have passed their exam and are now fully qualified observers. They have already taken on some of the associates waiting allocation so over the coming weeks this should start to have a positive effect on the waiting list. Good luck to them all.

Overall, the number of those waiting to be allocated an observer is slowly reducing, even with all the new registrations so again my thanks to our observers who continue to deliver. For those who have been waiting for some time to be allocated please rest assured everything possible is being done to identify an observer who is available to take you on.

We are always on the lookout for people, who once they have passed their test want to continue their own development and become involved in making our roads safer. Becoming an observer yourself, passing on those skills you have gained during your own course is one way in which this can happen. If you are interested, please let your observer know.

Training is provided and the bar is high, but the satisfaction of helping someone to progress and become a safer driver is rewarding.

The Member's Advanced Driver Refresher Course

The Member's Advanced Driver Refresher is a great opportunity for IAM RoadSmart members (past or present) to have three or four 60-90 minute drives with an Observer. It may be quite some time since you passed your Advanced test, or you may just want to refresh your advanced driving skills. All you need is a full valid licence, full membership status and your own car.

About the course

The course has been designed to focus on maintaining your advanced driving skills with reference to the competencies in the Advanced Driver Logbook. Your observer, currently this would be Kevin our Chief Observer, will identify some areas to work on, and you will be encouraged to input into the focus of each session to gain the most benefit. There's no test and there's no pressure – just enjoy the sessions!

Check the IAMRoadsmart website for details.

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 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, when reading some motoring pages on the web it's amazing what you turn up and whilst I can't prove the accuracy of the following, they did come from reputable websites:

The average car has around 30,000 parts.

Almost 95% of a car's lifetime is spent parked.

Around 80% of an average car is recyclable.

Dave Smart

Associate Liaison

Membership Mumblings

As we head into the summer holiday season, what can the advanced driver anticipate happening? Around where I drive, there are three main things. Firstly, we see more cyclists – they are vulnerable road users and need our care to allow them to safely use the roads. However, what about the car behind the oncoming cyclist? Too often, they will fail to observe the oncoming car properly and attempt an overtake. As advanced drivers, anticipate this and plan accordingly (mirror check early to cement the Information from behind) especially if the cyclist is coming into view around a bend so you don't know what's behind them. My second observation is more holiday vehicles – caravans, trailers and motorhomes. Often drivers of such vehicles are unfamiliar with them, using them only a few times per year. Anticipate them using gaps that, in a car would be fine, but are a little tight with the additional load / larger vehicle. When you see one waiting to emerge, make your decision early about how you would like the situation to unfold (ease back and let them out?) but be prepared for a different outcome – mirror check early. By making your decision early, your car can "do the talking" to give them information. Finally, I see more tired or lost drivers – they've come a long way to an unfamiliar area. Give them space so that everyone has the best chance of arriving safely. What are your top holiday observations?

So to our membership numbers. We have 229 members in total which includes 152 Full members, 17 Fellows 51 Associates. I would like to congratulate and welcome 7 recently qualified associates: Martin Lester, Paul Lucey, Brian Lynch, Tessa Reynolds, Neil Simmonds, Gus Simon and Caroline Woulds. Also, a warm welcome to our 11 new associates: Gabriel Tony Adams, David Bevan-Thomas, Kevin Bond, Steve Denbigh, Geoff Fitsall, Ian Graham, Brian Mairs, Marjorie Mensah, Lucy Newman, Stevens Tracy and Ian Winterflood – I hope that you are all enjoying the process of becoming an advanced driver.

David Stevens

Membership Administrator

OPERATION TRAMLINE MARKS 10 YEARS

Ten years ago, National Highways' first used an unmarked HGV cab in conjunction with the police in an innovative trial to find new ways to detect and record drivers using the roads in an unsafe manner.

Since that day, more than 51,500 offences have been recorded by officers from 35 different police forces patrolling across the country in an Operation Tramline Cab.

Operation Tramline has always been to remind motorists to think carefully about their driving behaviours behind the wheel. The choices people make can have such a devastating and far reaching impact on people's lives.

To mark the safety campaign's 10th anniversary, National Highways has released 10 shocking incidents captured by officers using the cabs which can be viewed at <https://youtu.be/k0qwhFvC8lY?si=t0tGhEleyFGUsaL5>.

Some 13,000 hours have been racked up by police since officers from the Surrey force took out the first HGV in 2015. There are now three unmarked HGVs available to police partners who can take advantage of the elevated position to see into cars and vans or across into lorries.

Some of the offences witnessed in Operation Tramline have included:

- People eating takeaways, a driver scoffing a bowl of cereal at the wheel in North Yorkshire and someone tucking into lasagne with a knife and fork while driving
- A woman driver applying her makeup while travelling along the M40 in the Midlands
- A driver steering a vehicle transporter with just his elbows along the M40 in Warwickshire.
- Drivers using two mobile phones at a time and one that was placing an online order with a phone in one hand and holding their credit card in the other.
- A driver playing with a Rubik's Cube while manoeuvring through M25 traffic
- Hampshire Police once saw three HGV drivers from the same company using their phones while driving during a week of activity.
- And a driver in Surrey defended their use of a mobile phone while driving saying that they had a new girlfriend and that their song came on the radio, so they needed to call them.
- Meanwhile new footage released today reveals three drivers spotted without their hands on the wheel and using their mobile phones when Surrey Police patrolled in the National Highways HGV cab last month, 10 years after their first outing.

The most common offences recorded over the last decade are not wearing a seatbelt (14,861) and using a mobile phone (13,553). Together these offences make up over half (54%) of the total number of offences recorded by police between 2015 and 2024.

DfT road casualty statistics show that, based on data for 2018 to 2022, 24% of car occupant fatalities were not wearing a seatbelt. Motorists are also four times more likely to be in a crash if using a mobile phone while driving, research shows.

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

The following article was brought to my attention by Bill Larkin, it is from the Daily Mirror and my comments on the article are at the end.

"Motorists have been warned to stop driving forwards into parking spaces. Motoring experts at ReduceMyExcess emphasised that reversing out of a parking bay will "use up more fuel" than the alternative.

The experts encouraged drivers to "get a little practice in" to maximise potential savings. ReduceMyExcess advised: "If you're heading out to a car park, take the time to reverse into the space instead of simply cruising in with front bay parking." They explained that "That's because reversing out of a space will use up more fuel, and it's better to do this manoeuvre with a warm engine.

"In other words, if you're not confident with reverse parking but want to save on your fuel bill, now might be the time to get a little practice in so that reversing in becomes a habit.

"Always try to reverse into a parking space so you can drive straight out. This is because manoeuvring while the engine is cold uses more fuel."

FleetGo said: "A cold engine consumes more fuel than a warm engine, and it wears much faster. So go easy when the engine is cold, and try to reduce the engine speed until the engine is warm."

"Park your car in the direction of travel. Park your car in such a way that the next time you set off, you can simply drive away.

"As described earlier, a cold engine consumes more fuel, so if you need to reverse out of your parking spot, you will burn extra fuel."

Now for my comments; whilst most motorists would want to be as economical as possible in their day to day driving economy should not be the highest priority here, safety should. Yes reverse in and drive out is best for safety as well. Reverse into an empty space and when you are ready to re-emerge you are driving forward when you need the best possible view of all that is happening around you. Reversing out into moving traffic and pedestrians should be avoided whenever possible. So I would say that whether bay parking or entering or leaving a driveway whenever possible reverse in and drive out, but do it for safety rather than economy. Any economy is just a bonus. Rule 201 of the Highway Code includes, "When using a driveway, reverse in and drive out if you can."

HAVING A CAR IS A MUST

According to new research by the RAC, a significant proportion of UK drivers remain heavily reliant on their cars for daily activities, with limited viable alternatives available—particularly in rural areas.

The study reveals that 40% of drivers across the country believe they have no feasible alternative to driving for their daily commute and for those living in rural areas, that figure jumps dramatically to 70%, underscoring the continued dominance of private vehicles in the lives of millions.

Only 31% of drivers overall see taking the bus as a realistic commuting option. Even in city centres, where public transport infrastructure is strongest, this figure only reaches 50%. In suburban areas it drops to 26%, and in rural communities, it plunges to a mere 11%.

81% of respondents said they would find it “very difficult” to live without a car—almost unchanged since the RAC began tracking this figure in 1989, when it stood at 83%. The data also reveals that car dependency increases with age: 65% of those under 25 would struggle to live car-free, rising to 86% among those aged over 65.

The findings come as UK public transport is being criticised for infrequent services, high costs, and a lack of coverage—particularly outside of major cities. A 2024 report by the Campaign for Better Transport found that more than 3,000 local bus routes had been cut in England over the past decade.

When it comes to common daily journeys, 63% of drivers always commute by car, and 57% always drive when grocery shopping. Other typical car-only journeys include taking children to school or activities (42%), trips to and from airports (40%), and even getting to railway stations (26%). Only a small minority regularly opt for alternatives: just 8% of drivers use walking, cycling or public transport for commuting, and a mere 3% do so when shopping for groceries.

A key reason for this continued reliance appears to be dissatisfaction with public transport. Just 29% of drivers view it as an attractive alternative to driving, up slightly from 26% in 2023. The number is higher among younger drivers under 25, at 41%, but confidence falls in older age brackets, with only 25% of those aged 45–65 seeing public transport as appealing. Still, the research hints at potential change: 53% of drivers said they would use their car less if public transport were more convenient, reliable and affordable.

Meanwhile, rail services, while improving in some areas, remain costly and unreliable in others. The average UK rail fare has increased by nearly 30% since 2010, even after adjusting for inflation.

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



The Driver and Vehicle Standards Agency (DVSA) wants your views on potential changes to how driving tests can be booked and managed.

Find out more and take part [here](#).

Consultation open until 23 July 2025

VEHICLE SAFETY REGULATIONS

The Government is reportedly 'actively considering' aligning Britain's vehicle safety regulations with a sweeping set of EU rules that mandate 19 advanced safety systems in all new cars. The regulations, known as GSR2 (General Safety Regulation 2), came into force across the European Union on 7th July 2024 – but Britain, post-Brexit, is under no obligation to adopt them.

However, speaking in the House of Lords on 19th March, Transport Minister Lord Henry confirmed that the Government is currently reviewing the full suite of technologies to assess which are "right for Great Britain".

These include systems such as Intelligent Speed Assistance (ISA), Emergency Lane Keeping Systems (ELKS), and Autonomous Emergency Braking (AEB).

While many of these technologies are already installed in new vehicles sold in the UK, due to manufacturers standardising models for international markets, their inclusion has sparked controversy. A recent survey by consumer group Which? revealed that over half (54%) of UK drivers switch off at least one of these features, often describing them as "annoying, distracting or even dangerous".

One of the most contentious technologies is ISA. Designed to detect speed limits and either alert the driver or limit the car's speed automatically, ISA must be active by default under EU rules. Drivers may deactivate it at the start of each journey, but it resets every time the car is restarted. Nearly half (46%) of motorists with ISA installed reported switching it off, citing discomfort with the system overriding driver input or frequent 'bonging' alerts.

Lane-keep assist systems were also frequently disabled – with 42% of drivers turning them off, often due to false activations on narrow roads or potential conflicts with cyclists and parked vehicles.

Emergency braking systems, drowsiness detection, and blind-spot monitoring were similarly unpopular among a significant number of drivers, who questioned their necessity or found them intrusive.

Thatcham Research, a leading authority on vehicle safety, has urged the UK to keep pace with Europe on crash avoidance tech. Principal engineer Yousif Al Ani stated: "Modern vehicles do a good job protecting occupants in crashes, but passive safety systems have limited benefit to vulnerable road users. Reducing the 11,000 annual KSIs (Killed or Seriously Injured) among VRUs will require widespread use of active safety features."

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

DVLA Website Warning

DVLA is reminding motorists how they can keep themselves safe from vehicle and driving licence scams. Latest figures show that in 2024, almost 20,000 customers called DVLA's contact centre to report fraudulent activity.

With fraudsters increasingly using more sophisticated ways to trick their victims, it has never been more important for motorists to be vigilant and aware of how to recognise fraudulent emails, texts, websites and calls.

Here are DVLA's top tips on how you can stay safe online.

Only use GOV.UK

The only place to access official information on DVLA and its services is GOV.UK. Using any other website could mean you'll be charged more for services that are either cheaper or completely free on GOV.UK. Other websites may even be fraudulent, so our advice is to always use GOV.UK when transacting with DVLA.

Never share your driving licence or vehicle information online

Getting your driving licence is a big milestone, and you may be tempted to share your new shiny licence or V5C (log book) on social media.

However, both documents contain key identifying details that scammers can use to steal your identity or even clone your vehicle. And before you know it, you could be receiving parking, congestion or speeding fines that you were not responsible for.

Beware of emails and texts asking you to confirm personal details

Fraudsters will often send emails or text messages to unsuspecting victims asking them to confirm personal details, such as bank or payment information. They may even send messages that claim you are entitled to a hefty vehicle tax refund.

DVLA will never ask you for your bank account details or ask you to confirm payment details. We will only ask you to confirm your personal details by email or text if you have a live enquiry with us.

And vehicle tax refunds are issued automatically – never via an email with a link!

If you receive one of these emails or texts, do not click on any links. Instead, report it to the National Cyber Security Centre and delete it immediately.

Beware of websites impersonating DVLA

Scammers create websites that attempt to impersonate DVLA and may appear legitimate. These sites will often charge additional fees for services you can get for free or at a lower cost on GOV.UK, including driving licence applications, vehicle tax transactions and Clean Air Zone (CAZ) payments. If you need to use these or any other government services, always search for them on GOV.UK.

How to report online scams

If you come across any of these scams or any other suspicious activity, you can play your part in helping us combat fraud by:

- reporting phishing emails to the National Cyber Security Centre

- reporting online scams to Action Fraud

- reporting misleading adverts to search engines

The majority of DVLA services are available online at GOV.UK. For the latest information about DVLA, you can sign up to our [email alerts](#).

GOV.UK Wallet

This will be a new way to carry your driving licence and other government issued documents on your smart phone.

How GOV.UK Wallet will work

GOV.UK Wallet will let you save government documents to your phone using an app. It is not ready to use yet, but some people will be able to start using it soon.

You will be able to use GOV.UK Wallet to securely save government issued digital documents and show these documents to organisations, businesses and other parts of government to prove things such as your age, identity, or eligibility for services.

You will be able to use the digital versions of documents in the same way as paper or card versions.

It will not be possible to add non-government documents, like train or concert tickets, to GOV.UK Wallet.

You cannot download or use GOV.UK Wallet yet and use of GOV.UK Wallet will be entirely optional.

If you have an HM Armed Forces Veteran Card, you will be able to save this to GOV.UK Wallet first. You'll be able to save more government documents, including your driving licence, to GOV.UK Wallet in the future.

You will need to have a GOV.UK One Login to access and use GOV.UK Wallet. This means that nobody else can use your documents, or access them without your permission.

RECALL CAMPAIGN - TAKATA AIRBAG IN CITROEN CARS



Stellantis UK Announces Stop-Drive for Citroën C3 Manufactured Between 2009 and 2019, Citroën DS 3 manufactured between 2009 and 2016 and DS Automobiles DS 3 manufactured between 2016 and 2019.

Stellantis UK announces an immediate stop-drive action for all Citroën C3 (second generation) and DS 3 (first generation)

vehicles manufactured between 2009 and 2019 equipped with Takata airbags. Owners of such vehicles should immediately cease using their vehicle when safe to do so.

Vehicles included in this new stop-drive action in the UK, were already part of an ongoing comprehensive recall campaign that started over one year ago, first in Southern Europe and then expanded northwards. Recall decisions, especially stop-drive actions, are based on multiple factors, including airbag specifications, vehicle age and usage, climate conditions, and notifications from regulatory authorities.

Whilst there have been no reported instances in the UK, Stellantis has decided to deploy a stop-drive order for all impacted vehicles across Europe including the UK. This decision underscores the Company's unwavering commitment to customer safety.

All affected customers will be notified by letter. Customers can also check if their vehicle is affected and what actions are advised by using the VIN (Vehicle Identification Number) check tool on the Citroën UK website below. If impacted, they should register their vehicle to enable the processing of their repair as soon as possible.

If you are unable to register online, owners can contact the Recall Helpline on 0800 917 9285.

Citroën Customer Care can also be contacted on 0800 093 9393.

Vehicles included in this action are the second-generation Citroën C3, manufactured between 2009 and 2016, Citroën DS 3 manufactured between 2009 and 2016 and DS Automobiles DS 3 manufactured between 2016 and 2019. Images of these vehicles can be found in this link: <https://www.media.stellantis.com/uk-en/corporate-communications/media-library/press-images/623151>

It is of paramount importance that owners of vehicles who may have changed either their address or contact details keep their information updated with the DVLA (Driver & Vehicle Licensing Authority) so that they can be reached in a timely and efficient manner.

Stellantis UK is mobilising its full network of suppliers, retailers and manufacturing plant to support this action and ensure the fastest, safest and most convenient solution for each customer.

Stellantis remains fully committed to acting swiftly, transparently, and responsibly in addressing this issue.

IS YOUR VEHICLE AFFECTED?

Recalls of airbag inflators from the company Takata are ongoing and affect vehicles from many automotive brands and manufacturers worldwide. The chemicals in these Takata airbag inflators may deteriorate over time, especially when exposed to hot and humid climatic conditions. Which may cause some inflators to rupture in case of a crash leading to airbag deployment, capable of causing serious injury or even fatality, in a worst-case scenario.

Citroën is recalling all affected vehicles with a staggered approach, to ensure safety first and service all customers in the fastest and most efficient way. It means that we are recalling the affected cars step by step, with prioritization for the oldest vehicles because of the behaviour of the chemical components overtime in the Takata airbags.

Citroën C3 second generation (from 24.09.2008 to 21.02.2017)

Citroën C4 (from 02.02.2010 to 20.05.2018)

DS3 first generation (from 2009 - 2019)

DS4 (from 05.05.2010 to 03.02.2017)

DS5 (from 30.06.2010 to 09.02.2018)

[With this VIN check link you can easily find out if your car is affected.](#)

DRIVING IN SPAIN FROM 1st JANUARY 2026

Spain's Directorate-General for Traffic (DGT) has announced that from 1st January 2026, all vehicles on Spanish roads must be equipped with a V-16 emergency beacon, replacing the traditional warning triangles used to signal breakdowns or incidents. This regulation aims to enhance road safety by reducing the risk to drivers and passengers when their vehicles break down or are involved in a crash. The V-16 beacon is a small, flashing light that is placed on the roof of a vehicle in the event of an emergency. Unlike warning triangles, which require drivers to exit their vehicles—posing a significant risk on motorways and high-speed roads—the V-16 beacon can be deployed without leaving the car, significantly improving safety, particularly in poor visibility or hazardous locations. These beacons emit a 360-degree amber flashing light that can be seen from a considerable distance, helping to alert other road users to a stranded vehicle well in advance.

In addition, all DGT-approved V-16 beacons will be fitted with geolocation technology. When activated, the device sends the vehicle's exact location to the DGT's traffic management

system in real-time. This allows emergency services and roadside assistance to respond more efficiently, reducing delays and improving accident prevention measures. The geolocation data will be transmitted via Spain's cloud-based DGT 3.0 traffic system, ensuring accurate and up-to-date information for authorities and other road users.

Until 31st December 2025: Both traditional warning triangles and V-16 beacons can be used but from 1st January 2026, the use of the V-16 beacon will become mandatory, and warning triangles will no longer be accepted as a legal alternative with drivers who fail to comply facing fines of €80 to €200.

V-16 beacons are already available on the market, but not all models meet DGT's approved specifications. Drivers are advised to purchase a certified beacon to ensure compliance before the deadline and familiarise themselves with its use and deployment.

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



Advanced driver-assistance systems

The automotive industry is undergoing a major transformation, shifting from internal combustion engines to cleaner alternatives while incorporating more advanced driving aids.

The road safety sector has adopted a 'safe systems approach' over the past 20 years, using technology and infrastructure to minimize the impact of human error.

While fully autonomous vehicles are still years away, the recent technological advances have been significant. There's now a crucial need to ensure drivers understand and embrace these potentially life-saving technologies.

IAM RoadSmart, partnering with FIA Region I Hi-Drive campaign, aims to educate fleet managers and drivers about these new vehicle technologies.

Our free guide provides an overview of ADAS in vehicles. It's particularly valuable for three main groups:

Fleet operators (especially high-mileage and delivery businesses).

Work-related drivers using third-party vehicles and Vehicle sales professionals (many buyers don't understand or may deactivate these safety features).

The guide describes how many of the main features of ADAS work, and covers concerns drivers may have around using automated systems.

The guide is available if you click on the link at the bottom of the page [here](#).

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 are now looking dated their message is still relevant

PLEASE NOTE

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

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