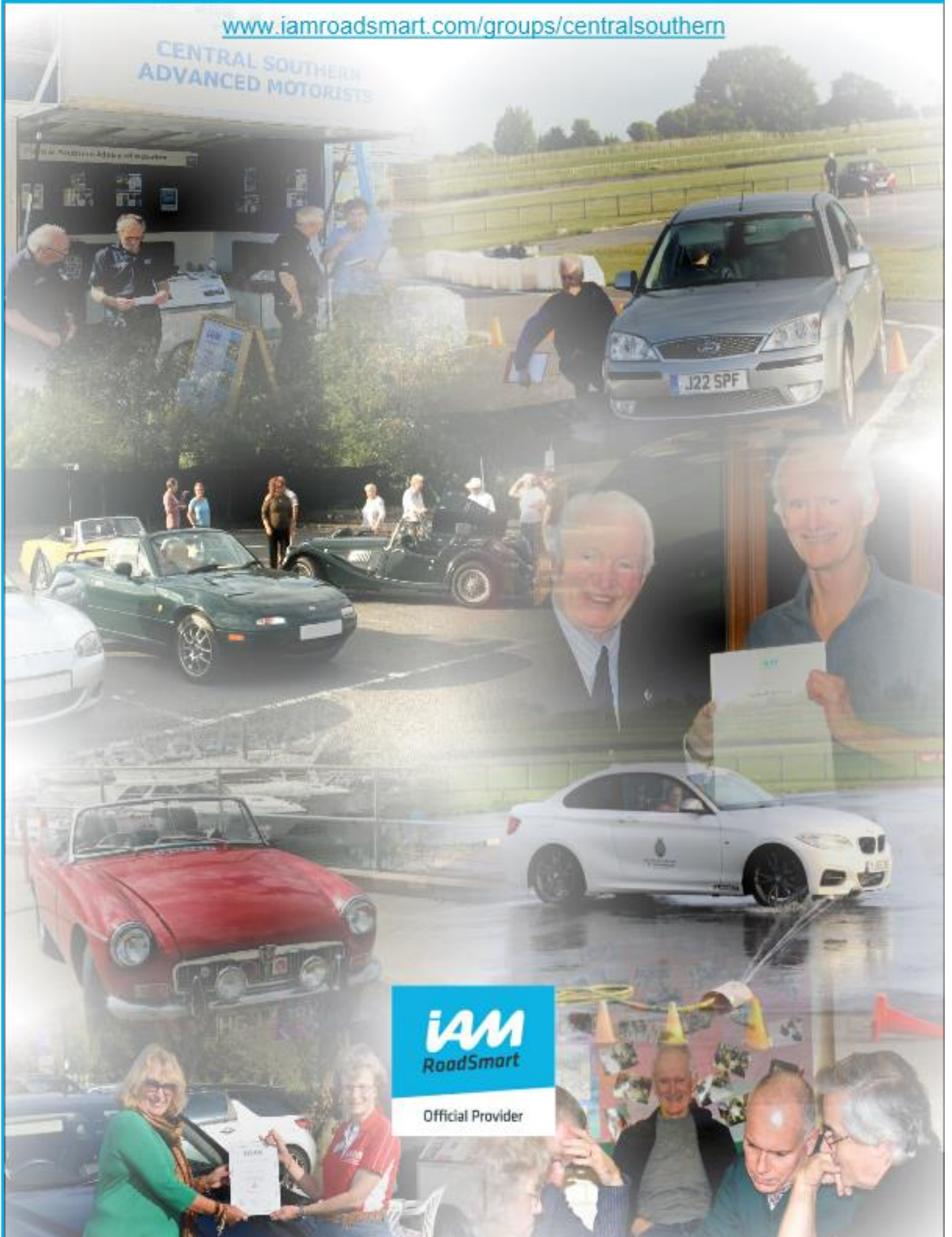


Winter Newsletter 2024

CENTRAL SOUTHERN ADVANCED MOTORISTS

www.iamroadsmart.com/groups/centralsouthern



CENTRAL SOUTHERN ADVANCED MOTORISTS

CSAM COMMITTEE

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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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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 Winter Newsletter.

I start by wishing all our members a Happy New Year with a full twelve months of safe driving ahead.

Those of you who managed to attend our AGM, in person or on line, will know that Dennis our President has stood down as he retires from active participation with the group and that we also have a new Chairman, Chief Observer and Associate Liaison who are also Committee members (see page one for details). Dennis had previously been Chairman and was at the helm at the time of the merger of Chichester, Brighton and Crawley Groups to form Central Southern Advanced Motorists. As with each of us life moves on and so it is with CSAM.

Speaking of change, some of you will already know Stuart Haythorn has stepped down from his role as Area Services Delivery Manager and Tony Green is now our new Area Services Delivery Manager. Tony spent 25 years with Kent Police in a variety of roles, including the motorcycle team, (marked, unmarked, VIP escort, off road bikes and a bit of cycle racing) proactive team (unmarked bikes and cars), and a brief spell at the Channel Tunnel. He was also a Police driving examiner for cars, vans, 4x4 and towing.

He has been involved with IAM Roadsmart for 30 years after having passed his test in 1994 on a motorcycle, then shortly after became an Observer, Senior Observer and a committee member at his local group. He has been an examiner since 2010 and is now pleased to be able to put his IAM Roadsmart experience and Police experience together!

Now we all know Governmental departments can be inefficient but just before Christmas I received two letters from DVLA on the same day. The first contained a Driving licence renewal form with a covering letter telling me that it was time to renew my licence and a pre-addressed envelope in which to return the form. The second contained my new licence which I had applied for, online, the previous week.

Whilst on the subject of post, in the same post I received my new IAM Roadsmart membership card which reminded me that I have been a member for 29 years. Now when I joined an Associate joined the local Group and only purchased a test when the Group advised that you were test ready, you became an IAM member only after successfully passing the Advanced Driving Test. Allowing for my time as an Associate I will have been involved with IAM for thirty years sometime this summer, after signing up with the then Chichester Group at that year's Festival Of Speed at Goodwood. Where have those thirty years gone? I am now working with Associate Members who had not been born when my own IAM Roadsmart journey began.

Whilst driving home after midnight recently, following a grandparent babysitting duty, I encountered a young deer running across the road in front of me. There was no drama I was just pulling away from some traffic lights, but I found myself falling into Observer mode and telling my wife "where there is one deer there often others, especially when the one you see is a young one". This time there were no others, hope he or she caught up with the herd.

The Driver and Vehicle Standards Agency, DVSA, have updated the guidance about the rules for cars used for ordinary driving tests on the gov.uk website. This guidance is mainly used

by learner drivers who are planning to take the driving test in their own car. The guidance is updated from time to time to reflect the latest developments in vehicle technology, and to address questions we're commonly asked. The latest update clarifies that these features can be used during the driving test if they are fitted, cruise control (including adaptive), speed limiters, parking sensors and cameras, lane assist, blind spot monitoring and traffic sign recognition systems.

My feelings are that it is good to be able to use these systems, which can also be used for our advanced test. "If you have the toys use them", my words not IAM Roadsmart's. However I feel that both ordinary drivers and advanced drivers should also demonstrate, at some point in their test, that they can drive without these systems. My greatest fears are that there will be some drivers, sharing the roads with us, who only discover that they cannot drive without these systems when their vehicle suffer a system failure.

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

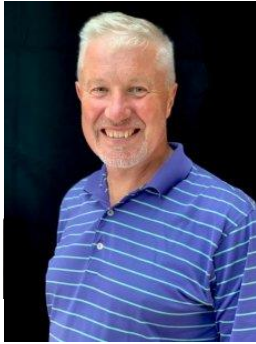
Members are advised to check the Events page of the CSAM website before setting out in case of last minute changes. Please click on the links on the website to find maps showing approximate location of venues. Unless otherwise indicated, events and activities are open to all Members; everyone is encouraged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

[CSAM Events Page Link](#)

Date	Event	Location
T.B.A. March	Observer Training Day (By invitation from Chief Observer)	BC
T.B.A. October	CSAM Annual General Meeting 2025	BC
T.B.A. October	Observer Training Day (By invitation from Chief Observer)	BC

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

From Our Chairman



Following the AGM, I have now taken over the reins (apologies for the Christmas reference) from David Morris who I would like to thank for his work and stewardship over the last four plus years. Keeping a voluntary group like CSAM active and successful relies on a few people who are prepared to put time and effort into the running and support for the group and the cause and we are lucky to have a core of volunteers that give their time to Observing, looking after the members and accounts and producing things like this newsletter. Thanks to everyone who gives their time to making CSAM a well recognised and respected group within the IAM Roadsmart family.

Although we have a healthy financial balance at this time that mainly supports the training and welfare of our observers, we are looking to provide more back to members to both help and support you and provide opportunities to meet up for driving related social events. We are a large geographical area and it is sometime difficult to satisfy everybody in terms of a local venue, but we are looking at how we could provide a some meets and events in different parts of the CSAM area – covering Newhaven to Havant, Worthing to Crawley and East Grinstead areas!.

If you are reading this and feel you can help – either in arranging locations to meet, able to contribute as a guest speaker or provide some time to join us at local events with our IAM stand, please do get in touch and talk to me. A little help from a few people will make such a difference to what and how we support everyone.

Traffic Calming in the Sussex Area

There are a number of speed reduction schemes going live in Sussex, primarily to reduce the speeding of vehicles in areas that are already under speed restrictions or where the potential for accidents is higher. There is a theme at the moment with local Councils, who are responsible for our local roads to further reduce speed limits, primarily because drivers do not adhere to the existing speed limits in place and resources to enforce are very limited. This unfortunately increases the risks of accidents and major injury or death and as a result, speed limits are reduced further to try and reduce the excess speeds. I have talked to a few drivers about this and its sad to say that a majority admit to not adhering to speed limits where they think or see they can “get away with it” or in their mind they think the posted limit is “unjustified” or “wrong”. The psychology of doing say 39mph in a 30mph is the same when you do 29mph in a 20mph zone... but to some, it reduces overall average speeds to nearer the limit it was before the reductions were put in place. Is this right? No. As advanced drivers we should adhere to legal limits and restrictions and I have experienced several dangerous situations in reduced speed zones, driving at the posted speed limit and being overtaken by vehicles not prepared to stick to the limits.

Some may be aware that Sussex Safer Roads Partnership (<https://reports.operationcrackdown.org/asdprs/>) operate a safer driving awareness initiative called Operation Crackdown. You can report incidents of dangerous driving and careless driving to them, ideally with dashcam footage of the incident and they will take action if they decide they have enough information. Making drivers more aware that these schemes exist and that you can be prosecuted may help educate drivers to adhere to the laws of the road.

In many cases, Sussex Safer Roads Partnership write to the registered owner of a vehicle to warn them of their actions. The important thing as an advanced driver is to maintain awareness and act to reduce danger and risk in these circumstances. Our primary objective as advanced drivers is to drive safely and help make our roads safer.

IAMRoadsmart Member Refresher Courses

You may have seen in the IAM newsletter that IAM Roadsmart have introduced a trial course for existing members. Called the Member Refresher, it consists of 3 or 4 observed drives with an observer and is designed to help existing members who may have passed their advanced driving test a "few" years ago to get an update and one to one support over a limited number of observed drives. There is no assessment or test at the end of the course and your membership is not "at risk" by undertaking the course. This has been introduced following feedback from members that the only way to do something similar would be to buy the full course and take the test and that was putting people off taking that route, for something they felt they were doing to check and maintain their driving standards.

CSAM is part of an initial trial of this initiative and as members of CSAM you are able to book the course.

Details can be found at the IAM Roadsmart Website <https://www.iamroadsmart.com/my-dashboard/advanced-refresher-course>

Paul Davies

Chairman

chair@csam.org.uk

Chief Observer's Corner



Firstly, I would like to mention that I feel privileged to have been asked to take on the role of Chief Observer. I will try my best to fulfil this role following in the footsteps of the previous Chief Observers. However, I cannot achieve this without the support of the group and therefore, look forward to working with you all. CSAM has a good reputation within IAM Road Smart (IAMRS) and I sincerely wish for this to continue.

Secondly, I would like to pass on my thanks to Paul Davies, for all his support and time during the handover process.

I am looking forward to working closely with Paul as Chairperson and Dave Smart, who is Associate Liaison.

The first few months as Chief Observer have been quite busy!

Shortly, after being appointed as Chief Observer at the October AGM, there was the bi-annual Observer Training Day on 26th October, which Paul kindly ran, as I was still getting my head around the various databases and finding my feet! I will be leading on the next training day in March 2025.

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I recently attended the on-line IAMRS Digital Autumn Forum, attended my first Committee meeting which was also on-line and learnt how to order corporate clothing and the various stationary items for the group.

You may not be aware, but CSAM is a big group covering 53 different postcodes, so there is always a lot happening!

The Groups transition of Local Observers to National Observers has been very positive and I would like to say "Well Done" to those that went through the process and to say "Thank You" to those whose supported the candidates. Any outstanding transitions must be completed by March 2025. I have been informed by our new ASDM (Area Service Delivery Manager) Tony Green, what the course of action is, should anyone not be successful or is unable to meet the closing date. Please do feel free to contact me, should you have any questions or concerns.

We currently have three trainee National Observers – Bill Lakin, Lisa Kent and Graham Peel. One of my roles as Chief Observer is to oversee their progress to becoming NOs, but to achieve this I will need the support of the group. I will, therefore, be sending out the odd begging email for assistance.

I am pleased to note the ever-increasing number of new associates who have recently joined CSAM, this inevitably means that the waiting list is growing. I know that Dave Smart will be covering this in his up-and-coming report.

You may recall at the last Observer Training Day that Amanda Smith (Head of Field Service Delivery) mentioned the introduction of electronic run sheets. IAMRS have asked Chief Observers to sign up for this trial, which I have duly done. I will keep you all updated, as and when I have more information.

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

I hope you all had a Merry Christmas, and I wish you all A Happy New Year.

Kevin Hopkins

Chief Observer

Associates' News



At the October AGM I was appointed as the new Associate Liaison contact within CSAM. I qualified as an Observer around a year ago, although I passed my advanced driving test several years prior to that. To take on the new role was quite a daunting prospect for me but, such is my belief in the importance of the IAM and all that it stands for, I felt I had to try and do my bit. It will be a challenge but I hope I can really contribute to the work and success of the local group.

As you can imagine there is a lot to get your head around, so I hope my first update covers the salient points of interest.

Since taking over the role in mid-October, and at the time of writing this update there have been 7 new associates registered with us, and we currently have 12 awaiting allocation of an

observer. Unfortunately, some of these have been waiting a few months but all of our observers currently already have associates allocated to them. It is a case of waiting for someone to pass their test before a space becomes available. I appreciate this can be frustrating for those associates awaiting allocation but please rest assured you will be allocated an observer as soon as one in your area becomes free.

All of our observers are volunteers, giving their time and expertise freely to the IAM, so have to fit their observing role around their own circumstances.

If any observers feel they have capacity to take on another associate or have one nearing test ready, please let me know.

Dave Smart

Associate Liaison

Membership Mumblings

As a charity, we are always looking to ensure that your subscriptions make the most difference to IAM Roadsmart's objectives in our area but did you know there may be something more you can do to help us? Many of our members have already made a gift aid declaration which means that we can claim an additional 20% of your subscription from HMRC; we really appreciate it and it makes a real difference. To those of you who have not made a declaration, if you pay income or capital gains tax then please consider doing so – just email me at membership@csam.org.uk for the necessary form; if you aren't sure if you have already made the declaration, then I can readily check for you.

So to our membership numbers. We have 229 members in total which includes 157 Full members, 18 Fellows 44 Associates. I would like to congratulate and welcome 5 recently qualified associates: Mike Gibbons, David Maloney, James Selby, Matt Shelton-Smith and Roger Sims. Also, a warm welcome to our 8 new associates: Andrew Ballard, Colin Brown, Louissa Leal, Thomas Leicester, Alexandra Mckinnon, Darren Nagle, Gus Simon, Megan Stancombe and Canaan Weller – I hope that you are all enjoying the process of becoming an advanced driver.

David Stevens

Membership Administrator

Graduated Driving Licences

(The thoughts of Graham Feest of Graham Feest Consultancy)

I have kept away from the debate about the idea of Graduated licensing which sets out to place restrictions of newly qualified drivers but the road safety practitioner world has been motivated nearly all year with a high-profile campaign to introduce some kind of a scheme with the added support of a band of parents who have lost their sons and daughters in the early years of them driving or as passengers of the same age travelling in a car.

Primarily these young people fall into the age group 17 to 25 which have always been regarded as a high-risk group and in many cases, it is because they lack experience, whilst there will always be a few idiots amongst them for whom the rules don't apply and they behave in a risky manner.

I have however yet to be convinced that restricting drivers for a period and then without any intervention releasing them from such restrictions is the best way forward.

We know that newly qualified drivers don't cope well with driving at night/in the dark, have problems when they are in the car driving with people of their own age, fail to cope with rural roads and still half have never been on a motorway during their learning period. Whilst a bit more experience might help them in gaining judgement of speed and distance, I remain unconvinced that when they are released from their restriction period that this will help them to drive at night, with passengers in the car, on rural roads or motorways. Each of these areas require a skill set of their own and without intervention we are going to be no better off than if they have been driving for six months than we are now and what's more they will still be in this vulnerable age group.

Either we need to change the whole basis of learning to drive in the first place and mandate these things are learned during the learning period, because in the main they are not taught or we say that you cannot do certain things until you have experienced an intervention whether that be immediately post-test or for that matter several months or years later.

Saying you cannot do somethings for six months to gain experience relies on the fact that you do actually drive and yet many hardly do often going off to university for three/four years and then picking up the keys.

If the idea is to be pursued then we need a system, without any exemptions which brings about added training in these areas and then perhaps I can find myself supporting the idea but currently it says nothing to me of any real value. Whilst there are claims of casualty saving in the first six months and yes there will be as if you stop someone doing something they are not at risk so you get results but just wonder whether it is not just pushing it on six months!

DVLA digital service update

Motorists applying for a duplicate V5C (log book) can now tax their vehicle without needing to wait for their log book to arrive.

DVLA has announced a new service update that allows motorists to tax their vehicle even if they have lost their V5C (log book) and their vehicle tax reminder letter (V11).

Previously, customers who had lost these documents would have had to wait up to 5 days for a replacement V5C to arrive, or phone DVLA's Contact Centre to tax their vehicle. This latest update will allow customers to apply online for a new V5C and tax their vehicle at the same time.

This is the first time that DVLA has linked their online registration service with their online licensing service, allowing the customer to self-serve through the 2 digital channels in one seamless customer journey.

Julie Lennard, DVLA Chief Executive, said: "We are always looking for ways to improve our digital services to provide more convenience for motorists. This latest enhancement will enable customers who have misplaced or lost their V5C to get a replacement and tax their vehicle quickly and easily."

New Government Rolls Out Moving Traffic Enforcement Powers

The Government has given powers to enforce moving traffic violations to a third tranche of 22 English highway authorities after the process was stalled in the spring. The Bus Lane Contraventions (Approved Local Authorities) (England) (Amendment) and Civil Enforcement of Moving Traffic Contraventions Designation Order 2024, designates parts of each of the 22 councils' areas as civil enforcement areas for moving traffic contraventions. This allows them to take action against drivers committing violations such as no entry; no left or right turn; prohibited vehicles; box junction infringements or driving in mandatory cycle lanes.

The 22 authorities appear to be the same councils who were due to be given the powers in March, but the Department for Transport wrote to the authorities to tell them that the 'Tranche 3 Designation Order' had been shelved.

The highway authorities handed the powers under the latest order are: Bolton Council, Bury Council, Devon County Council, Dudley Metropolitan Council, Hull City Council, Leicestershire County Council, North Somerset Council, North Yorkshire Council, Nottinghamshire County Council, Plymouth City Council, **Portsmouth City Council**, Sandwell Metropolitan Borough Council, Sefton Council, Solihull Metropolitan Borough Council, Southend-on-Sea City Council, Stockport Metropolitan Borough Council, Suffolk County Council, Sunderland City Council, Wiltshire Council, City of Wolverhampton Council, City of York Council, **West Sussex County Council**.

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

Congratulations to Rob Heard



Rob Heard, 58, from Southampton is the founder and chairperson of the Older Drivers Forum and the former road safety sergeant for Hampshire and Thames Valley Police.

He has been made an MBE for services to road safety. He established and expanded an innovative pilot project to improve road safety amongst older drivers.

He said: "I feel humbled to be given this MBE and I wish to dedicate it to all the families and people who have lost their lives due to road traffic collisions.

"Every day nearly five people lose their lives on UK roads, and many deaths are avoidable.

Rob added: "In my 30 years' service as a police officer I dealt with and attended over 100 fatalities, and I truly saw the devastation it caused to all involved.

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"I saw how raising awareness can help save lives and the smallest action can make a massive difference. Life is a gift, and we need to value ours as well as the lives of others. Acting safely on the roads is one way we can show this.

He started the Older Drivers Forum with Hampshire and then after seeing success, advised multiple other police forces on adoption of the scheme, 19 police forces currently. There are several others in the pipeline.

The project involves a 'Fitness to drive' alternative to prosecution for older drivers or those with medical conditions involved in careless driving incidents rather than accidents.

Taken from Southampton Echo web site.

A recent blog from Rob's Older Drivers Forum



Today (5th December 2024) our chair, Rob Heard, appeared on BBC Morning Live talking about Vision and Driving and how important it is that we all have good vision for driving. Rob has been working with Eye Health UK and the National Police Chiefs Council (NPCC) running a campaign across the country called 'Is Your Vision Roadworthy?'.

The results of the campaign were analysed and a report written by Dr Carol Hawley of Warwick Medical School and CARGY research. The report can be read in detail on the website [Vision and Driving](#).

The campaign was the largest ever UK roadside vision screening survey and revealed a worrying number of motorists in Britain driving with sub-standard vision. The main findings in the report said:

- Police Forces across England and Wales conducted number plate tests on 3,010 motorists.
- 7% failed the number plate test – the equivalent of 720,642 motorists.
- 2% of all drivers stopped were issued police warnings or had their licence revoked.
- 4% of all drivers stopped had their driving licence revoked. Thirty-eight revocations were immediate (on the spot), and six were pending, awaiting action from DVLA.
- 40% of motorists had not had a sight test in the last two years, as recommended.
- One third of drivers had been prescribed corrective lenses for driving. Half of drivers who failed the roadside sight test were not wearing their required glasses when stopped by police.
- The roadside test failure rate was highest amongst older drivers. 10.2% of 81 to 90-year-olds failed.
- The number plate test is the most basic requirement of the UK's legal eyesight standards for driving.



Rob Heard speaking with Gordon Smart on BBC Morning Live

Our chair said

"This report highlights that many people are still taking the risk to drive without knowing they have suitable vision for driving and failing to have an eyesight test every two years. Peoples' sight deteriorates gradually, often without them being aware and often without them realising their sight may have fallen below the legal limit.

Regular sight tests with an optometrist are an effective way of not only making sure we are safe to drive on the road, but also detecting medical conditions early so they can be treated, potentially extending a person's driving career." Rob Heard

To watch the BBC Morning Live programme then [click on this link](#). Footage on the campaign starts at 14:49.

Vehicle tax for electric, zero or low emission vehicles

How the Vehicle Excise Duty (VED) changes from 1 April 2025 will affect your vehicle.

From 1 April 2025, registered keepers of electric, zero or low emission cars, vans and motorcycles will need to pay vehicle tax in the same way as registered keepers of petrol and diesel vehicles. This change will apply to both new and existing vehicles.

This new measure removes band A under the existing VED system which is currently £0. Vehicles in this band will be required to move to the first band where a rate becomes payable.

How the changes will affect your vehicle

Electric, zero or low emission cars registered on or after 1 April 2025

You will need to pay the lowest first year rate of vehicle tax set at £10 from 1 April 2025. From the second tax payment onwards, you will pay the standard rate. This will be £195.

Electric, zero or low emission cars registered between 1 April 2017 and 31 March 2025

You will pay the standard rate. This will be £195.

Electric, zero or low emission cars registered between 1 March 2001 and 31 March 2017

These vehicles will move to the first band that has a VED value. This will be £20.

Hybrid and alternatively fuelled vehicles (AFVs)

The £10 annual discount for hybrid and AFVs will be removed, and the rate you will pay will depend on when the vehicle was first registered. If the vehicle was:

registered before 1 April 2017 - this rate will depend on the vehicle's CO2 emissions (check the current rates for these vehicles)

registered on or after 1 April 2017 - you will pay the standard rate (this will be £195)

Electric vans

Most electric vans will move to the standard annual rate for light goods vehicles. Check the current rates for these vehicles.

Electric motorcycles

Electric motorcycles and tricycles will move to the annual rate for the smallest engine size. Check the current rates for these vehicles.

Additional rate (expensive car supplement)

New electric and zero emission vehicles registered on or after 1 April 2025 with the list price exceeding £40,000 will attract the standard rate, plus the expensive car supplement for the first 5 years from the start of the second licence.

From gov.uk website

Police Now Adopt Move From "Accident" To "Crash" or "Collision"

Police forces across the UK will now be able to replace 'Police Accident' signs with 'Police Collision' signs, following approval from the Department for Transport (DfT). The change aims to reflect the preventable nature of most road crashes and promote greater accountability.

The move comes after a review of the Road Collision Reporting Guidelines, which found that many police forces had already begun phasing out the term 'accident' in public communications.

An analysis, conducted by journalist Laura Laker and funded by the Foundation for Integrated Transport, assessed 227 press releases from 45 police forces and found that the use of the word "accident" is now rare, appearing just eight times.

The National Police Chiefs' Council (NPCC), alongside road safety campaigners and bereaved families, has advocated for this update as a key measure to improve understanding of road harm.

The DfT's approval will enable police forces to update road signage and in-car digital displays with the new terminology. Blue roadside signs that warn drivers of incidents will now use 'collision ahead' instead of 'accident ahead.'

This change follows a recent commitment by National Highways to eliminate the word 'accident' from its communications, responding to pressure from bereaved families and road safety organisations.

However not everyone agrees with the change – many voicing the view that you don't set off with the intention of crashing or colliding with another person or object and therefore they feel that the word accident is still appropriate – but clearly those with that view are now in the minority.

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



This picture was spotted by David Morris.

Letters to the Editor

There have been no letters to the Editor since the last newsletter.

}

Q: What did you do with all those old dead car batteries?

A: I gave them away, free of charge.

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 28th of February 2025

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