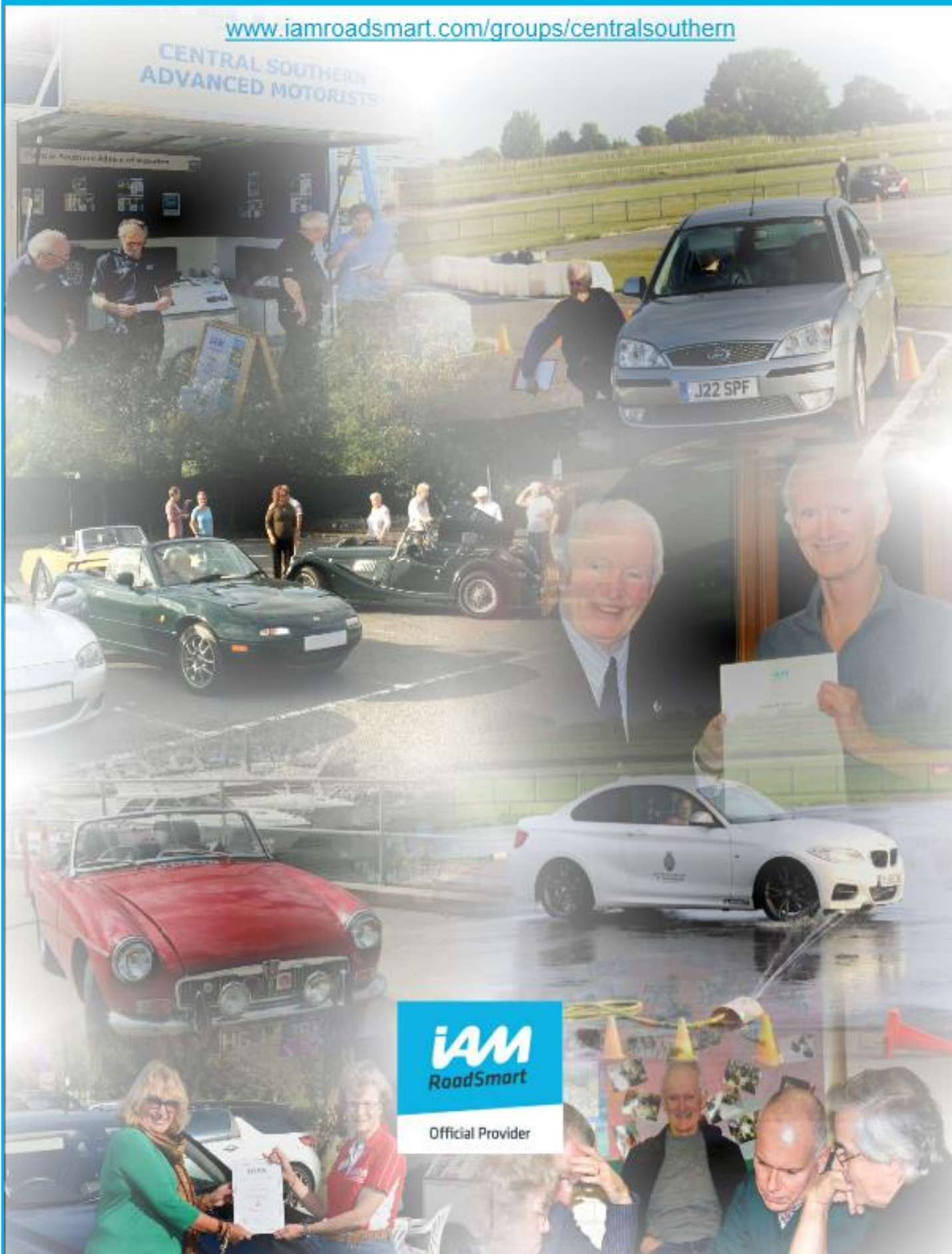


Summer Newsletter 2023

CENTRAL SOUTHERN ADVANCED MOTORISTS

www.iamroadsmart.com/groups/centralsouthern



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Dennis Clement

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From the Editor



Welcome to our Summer Newsletter.

I, like all other Observers in our teams, have to submit myself for requalification as a National Observer every five years. I am pleased to record that all went well and I able to continue for a further five years but it was this process of requalification that reminded me that as drivers we can pass the ordinary driving test at seventeen and then not be checked again ever, despite the fact that we can gain bad habits and forget a fair amount of what we were initially taught. This brought me to the subject of retesting older drivers.

As a retiree myself I figure that I have the time, now that I no longer attend work five days a week, to resit a driving test however I do not have the wealth that I had when working so would be happy to sit a retest that I was not charged to sit, this should help to ensure the safety of all road users. Most retirees would be in a similar position and I would be happy to retested every five years if the Government could provide the necessary infrastructure and perhaps a reminder system that reminded you with time to apply and endure a waiting list without losing the right to drive in the interim.

But why stop there, older drivers are not the only ones whose driving skills may be diminished. Perhaps we should consider retesting all drivers, say, every ten years prior to retirement and every five years after retirement. I'm sure we all know of drivers who passed their test tens of years ago and not looked at a copy of the Highway Code since, despite the fact that this document is now up to it's seventeenth edition since 1931. That means that on average there has been a new edition every five and a half years. So how many significant changes since you passed you test? Perhaps also the Government should send emailed copies of all new editions of the Highway Code to all current licence holders or at least those that they have a record of an email address for.

A new study from SEAT found that the majority of Britons had failed to read the Highway Code in the last five years, or had never read it at all and remain unaware of the major changes which have been introduced since the start of 2022.

I hope that this has provoked some thought and maybe some "Letters to the Editor".

Regular readers who manage to get to the back page of useful resources will know I recommend Advanced Driving videos by Reg Local or Chris Gilbert on YouTube. Reg Local has recently released a new video on the subject of the limit point which is well worth seeing. [Reg Local Limit Points](#)

Whilst on the subject of YouTube my son sent me this link to a much earlier IAM video which I found interesting but how things have changed. [London to Bath in a MK II Jaguar in 1963](#) predates my own driving experience and would have been released just seven years after the formation of The Institute Of Advanced Motorists.

CENTRAL SOUTHERN ADVANCED MOTORISTS

A reminder to Members of CSAM, I send an email to let you know when new editions are ready for download to the email address on your IAM Roadsmart record, so if you change your email address please update your record.

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 17th October 07:30	CSAM Annual General Meeting 2023	BC
Saturday 21st October, 09:30	Training day for all CSAM Observers and those training to become Observers. Anyone interested in training please contact our Chief Observer chief.observer@csam.org.uk	BC

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



If you were to ask me: "Where would be the worst place to commit a crime?", I would say a multi-storey car park. Because if you think about it, it would be wrong on so many levels.

I always adjust the seat and mirrors when I drive my husband's car so he doesn't forget he's married.

What do you call a Mexican who lost his car?

Carlos.

From Our Chairman



Firstly, a big “thank you” goes out to those who represented CSAM at the recent DVSA community engagement and road safety event in Burgess Hill. It sounds like it was a busy day and hopefully we’ll get a few people signing up for the course as a result.

I was really pleased a good turnout at from our current trainee Observers at a recent training session; I’m very much looking forward to them gaining their National Observer status and becoming active (which I’m sure won’t take them that long). It really feels like we are turning a corner in our Observer numbers which is great.

In a recent committee meeting, we discussed the future of events at CSAM. We have temporarily suspended events due to poor turn out from members; this was not an easy decision to make, but if they are uneconomical in terms of financial and effort input then we cannot sustain them. We also have the added complication of the view of any guest speakers; if there is a poor turnout then they are less likely to come again.

However, we would like to start again as soon as possible, so I would be very interested you hear your views on what sort of events you’d be keen to attend. Please reach out to me at chair@csam.org.uk and let me know your views. If there are strong themes coming through, we will look seriously into arranging something. It could be trips to venues such as Beaulieu Motor Museum, Brooklands as we have in the past, or talks. Similarly, we can investigate more use of video-based talks for those who are not keen or able to travel. As I have mentioned before, we are your committee, it’s your group and its up to all of us to support the group’s activities to make them viable.

In more positive news, I am also pleased to hear that Stuart Haythorn will be returning as our Area Service Delivery Manager (ASDM) in August. For those who are not aware of this role, the ASDM is the main link between IAM RoadSmart HQ and local groups like us. We maintain a strong bidirectional flow of information with IAM RoadSmart via the ASDM.

Finally, on a personal note, I’m pleased to be able to tell you that I passed my National Observer reassessment last month; given all the time away I’ve had from observing this is a big relief and I’m jumping back into observing taking on a couple of Associates. I may well look to renew my Masters too.

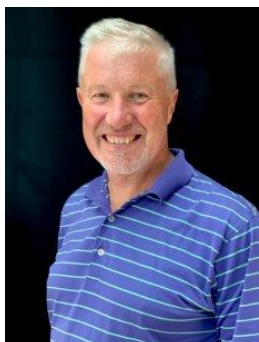
But saving the best news until last, we are making good strides in the Committee succession planning and have confirmed a new Treasurer starting in October 2023 and also a new Chair in October; more news on these appointments closer to their respective AGMs. But a big thank-you to those that have made these commitments to the group and I hope that this may motivate others to come forward.

David Mesquita-Morris

Chair

CENTRAL SOUTHERN ADVANCED MOTORISTS

Chief Observer's Corner



It is good to see some better weather now the Spring is with us and we look forward to the start of Summer in late June!

Our observers have continued to both be busy and also successful at guiding our associates through their advanced driving test. I am always so pleased and proud to hear about another pass or F1rst being awarded to our associates. It's no mean feat to demonstrate the ability required to meet the standard of an advanced driving test and both our observers and our associates are continuing to do a great job of this!.

Over the last year our pass rate has been over 92% and those obtaining a F1rst is 50% overall. This is a great success rate for the group.

In the last three months those numbers have been 100% pass rate and 65% respectively. Details of all our results, including names, observers and the examiner are published on the CSAM website once the results have been confirmed.

Another good thing to report is the progress being made by our 5 trainee observers. We have had a few dedicated training sessions with support from the observer community to give our trainees experience and practice at observing, and most are actively joining associates and observers on observed runs as well. It will be a great addition to have our trainees qualify as National Observers later in the year. We also have started the process of taking our local observers through the path to National Observer level. As from 31 March 2024, it will not be possible to take the local observer path, with the IAM consolidating all observers into one category of National Observer and removing the Local Observer position on 31st March 2025. The first of our local observers, David Milford is due to take this assessment very shortly, and a number of our local observers are keen to get started on the process

We also have had two observers requalify through their National Observer Assessment and 3 more due to complete their assessments by the end of May. Bernard Timbers, David Stevens and Andy Wilson completed their assessments recently and David Mesquita Morris, Sheila Girling and David Stevens have their assessments shortly. I wish them all the best..! This again is really reassuring that the lifeblood of the group, our observers are committed to maintaining their qualifications and continuing to give their time to the group and the charity. Many thanks to all.

In the last newsletter there was a question about whether there is a test for drivers that since taking the advanced driving test have been developed or suffer from any form of disability?. I can understand concerns about whether a driver is up to the standard or not, whatever the reason, and this topic does come up a lot. As such I have asked the IAM for their views about a separate test, but whilst I await a reply my opinion aligns with our editor and experienced observer Andy Wilson. As a CSAM member we offer a check drive for members (one a year maximum) to give our members feedback about how their driving aligns to the standard of the advanced test. Over time all of us will suffer with deterioration of skills and competencies, but I think the general answer is that there is a minimum standard required to drive – this is managed by the DVSA through various agencies and anyone identified with a major reduction in ability may be asked to undertake an assessment. The IAM advanced driving test is also set to a given standard that is approved by the DVSA and if you were to take the test today you would be expected to undertake the same test to the same standards. Unless you are a

Fellow of the IAM, or an Observer, once you have passed the test it is not currently a requirement to retake it. Fellows retake the advanced driving test every three years. If you are unsuccessful at reaching the required standard you will be required to retake the test to retain your advanced driving qualification. At the Masters level, it is valid for five years, and must be retaken and passed to retain the Masters qualification.

Book a check drive with us if you are concerned about anything and our observers can provide advice and guidance to help you maintain the high standards you expect and want to achieve.

Motorway Musings...

I had reason to do a significant trip recently to Chester. The most direct route taking in the M25, M40, M42 and M6. I continue to be appalled by the standard of driving – in particular lane discipline on the Motorway which directly contributes to safety hazards and congestion as a single vehicle travelling at 60mph in lane 2 encourages other vehicles to sit in lane 3 to ensure they don't lose their place to overtake the slower moving vehicle.. and then you get the undertaker (maybe literally) who thinks a high speed manoeuvre to pass in lane 1 (and then move back out to lane 2) to "make a point" is justified. Apart from the M42, these motorways also have stretches of "SMART" motorway. However motorway widening or introducing "Smart" sections in my experience just serves to add another Lane 1, that the majority of drivers do not want to use!.. Policing has been cut back so much that we have all but lost the presence of routine patrols proactively helping educate and keep drivers from breaking the road traffic laws, instead they are responding reactively to accidents and situations that no doubt poor driving decisions have contributed to.

The country is spending £Billions on road improvement schemes, extensions, widenings etc and the users don't know how to get best use out of them....

In addition in this one journey I witnessed a passenger holding a phone to the ear of the driver having a conversation? Sadly this in law is probably not illegal as the driver is not touching the phone, but the same level of distraction is present that could result in serious consequences, and could result in a driving without due care and attention or careless driving charge. Remember the legislation is that a driver must not hold or operate their phone whilst driving, regardless for what they are using it for.

The driver who grabbed his favourite burger meal from the services but because time is so precious was eating it behind the wheel, although not in itself illegal again, risks a driving without due care and attention or careless driving offence if deemed to be distracting you from safe driving.

It's also worth reminding members about the Sussex Safer Roads Partnership. This organisation is a Police led initiative aimed at improving road safety across Sussex – the major area of our group. They operate a scheme called Operation Crackdown which encourages members of the public to report anti-social driving which is careless, deliberately aggressive or dangerous. They have a website and they use dash cam footage as evidence, allowing them generally to identify and contact the drivers to educate them, and in some cases prosecute them.

<https://reports.operationcrackdown.org/asdprs/>

Finally I would like to congratulate David Milford on passing his National Observer assessment, and Oliver Farley, who passed his Masters with Distinction recently.

Safe driving everyone.

Paul Davies

Chief Observer

Membership Mumbblings

I was having a spring clear up the other day and came across the materials from when I took my advanced driving course (more years ago than I want to remember). Amongst them was the course book we used to get, "How to be a Better Driver" and it reminded me of the purpose behind what CSAM does - to help anyone who wants to, be a better driver.

Do you have friends or family who would be interested in joining CSAM even if they are not in a position to complete the full Advanced Driving course? If so, they might wish to consider becoming a friend of CSAM. CSAM friends pay the same CSAM subscription as regular members and receive the newsletter and have access to everything else we do. Anyone who might be interested is very welcome to contactmembership@csam.org.uk for more details.

My second thought about being a better driver is more about staying advanced having passed the assessment. We all face the risk of becoming less skilled with the passage of time. Hence the fellowship program and the requirement for Masters and Observers to recertify every five years. Where we can, we'd like to offer all CSAM members (including friends) to opportunity to have a run once a year with one of our volunteer observers to help you stay as good as you can be. We only have a limited number of observers and their first priority is associates who are taking the course but, if you are interested, we will try to find an observer able to take you for a run. If you are interested, please contact Paul Davies, our chief observer. Alternatively, if you'd like to have the full advanced driving test experience but without the pressure of having to pass, you could consider the IAM Members Driving Assessment - this is only available to full IAM RoadSmart members, check out the IAM RoadSmart website for details.

So to our membership numbers. We have 240 members in total which includes 165 Full members, 17 Fellows 43 Associates. I would like to congratulate and welcome 13 recently qualified associates: James Bracey, Heather Bradbury, Paul Ceccherini, Roger Evitts, Sharon Jarrett, Howard Kidd, Janet Lambert, David Maloney, Charlie Kristofferson, Rod Marsh, George Migeod, John Nutting, George Swietlik and Gareth Wharton. Also, a warm welcome to our 18 new associates: Mark Alleyne, Anna Andrews, Joe Baldock, Ed Cotcher, Martina George, Tracey Graves, George Hills, Raj Kirpalani, Kvetoslava Kocsisova, Janette Lyman, Tom Mckee, Patrick Olszowski, Graham Peel, Matt Shelton-smith, Eden Sinclair, Karl Twort, Dylan Walker and Dimitrios Zanganas – I hope that you are all enjoying the process of becoming an advanced driver.

David Stevens

Membership Administrator

My Journey as a Trainee Observer Lucy Penn

I would like to say as a current trainee Observer that I know something about cars, but I don't. My interest remains mostly aesthetic, and I have no clue how one works. In my mind I insert a key and hey presto! I just know what I like to see; it's all part of the magic.

Looking back, I chose boyfriends for the sportiest cars, and the search for independence and freedom led to the first lesson on my 17th birthday when a passion for driving began. I passed my test first time and became the proud owner of the cutest red mini.

Forty years on with a full motor bike license and a history of family estates for the dog and kids, I consider that I am now at the ripe age to self-indulge and have some fun! No apologies...

Luckily for me, a recent special birthday brought a very special car. In awe of its curves and throaty growl I was adamant to justify being the owner of this beauty and to pay homage to its potential. My husband said that if I wanted to go on an advanced driving course, he "wouldn't stand in my way". A voucher was gratefully received and thus began my journey with CSAM.

The Observer allocated to me was kind, gentle and patient throughout, honing and challenging my skills, knowledge and thinking processes. It was both fun and arduous at the same time and I like to think that he too enjoyed our extensive tours of the countryside, along some of the loveliest and quietest roads that Sussex has to offer, returning home exhausted, high on adrenaline, ready to reflect on the learning and incorporate it into everyday driving both locally and on the continent.

My driving technique slowly changed as my confidence and competence increased. I remain in the process of fleshing out the bad habits accumulated over the years. Sometimes it's tough!

However, all good things come to an end, my runs finished and I was deemed "test ready".

I achieved a "First" grade and was persuaded to attend a Trainee Observer Open Day to explore the role of an Observer. Here I met some interesting and very experienced CSAM members who encouraged me to continue and consolidate my learning as a trainee Observer. They shared some fun stories and their own experiences; some from police careers and many from civilian life. Their passion and excitement were infectious, inspiring me to learn more and get involved.

I am excited about the personal development aspect together with some elements of fun wrapped neatly into a serious subject, promoting road safety. I also recognise that on-going training might help me from slipping back into bad habits.

So I became part of a small team in my local area and was invited to observe some Associate "runs" from the back seat which were both fun and interesting. I am encouraged to ask questions and join in the conversation as a part of a team. Respect, collaboration and learning from each run are integral to these experiences.

I continue to meet with Associates of varying skill levels and experience, both male and female. I notice entrenched bad habits like my own. Discarding these certainly takes practice and many driver hours. In my enthusiasm to encourage an Associate's progress I mistakenly

award outrageously high scores on a Run Sheet. On reflection and during feedback I understand that this is both unhelpful and unrealistic. A more rigorous and accurate approach when marking is required and an effort to ditch my "rescue" instinct.

One of my initial Observer experiences happened to be with a proficient Associate who was close to test standard. He reeled off detailed info about his car in a highly technical manner and I nodded ignorantly. My learning here was to research the Associate's car, gaining knowledge on types and models in order to be able to make any sort of informed assessment.

My enthusiasm also to impart knowledge from my own development resulted in an Associate being overloaded; the result being a proportionate deterioration on their part of observation, skills and driving performance and remain in a constant process of review and change in my approach.

Each Run provides new opportunities to learn and adapt my delivery style to accommodate individual Associate needs, fitting to their experience and proficiency skill levels, concerns and expectations. Ongoing personal feedback and personal reflection remains essential to this process and my appreciation of the invaluable guidance, expertise and support of my Observer colleagues remains ever -inspiring and motivational.

As part of a recent Training Day for all Observers I took the opportunity to get a front seat ride with an ex-police driver. This proved both exhilarating and exciting; going fast in a safe controlled manner, enjoying straight lining the A272. The acceleration seemed effortlessly smooth, the road's dips offering a constant flow of wave like movements actioned with both precision and mastery. The car's performance seemed like an extension of his physical actions despite seemingly minimal interventions. Tiny adjustments in steering actions enabled the car to appear to become a natural instinctive part of his body. It was an unexpected treat and left me inspired to do some exciting things in a car for myself.

One thing leads to another and a track day at Silverstone seemed an appropriate place to have some fun practicing and improving my driving skills in a safe environment. Here the absence of rules and regulations of the road necessary to keep us organised in sharing the same network, seemed exquisitely liberating.

Venturing outside these parameters has enabled an experience of freedom albeit outside my comfort zone, both challenging and with opportunities to recover from mistakes. For example, on the skid pan I felt the fear of being out of control, spinning like a freak whirlwind. I enjoyed developing my skills to recognise a skid and take the correct course of action by overcoming my instinctive reaction. Other experiences included appreciating the car's extensive performance capabilities; e.g. driving at high speeds then slamming on the brakes, and also the wild experience of launch control.

I now know that my car's capabilities can respond more immediately and effectively than I ever could have imagined. It will hopefully give me the confidence to use, perhaps to avoid a collision. Formerly I would have responded differently, probably panicking and almost certainly resulting with a different result.

To date I am at the stage where I need to plan some observed drives to a defined topic or competency and get used to the planning of the sessions, and explanations from the material of the course book.

It is a steep learning curve; sometimes arduous, continually absorbing new facts and techniques and then consolidating them during normal driving hours.

I am writing this article having only just started on my year's training course and am very much in the early stages development and learning as a Trainee Observer. I would highly recommend this journey to anyone who loves cars and driving and is interested in the learning that this training course has to offer; someone who is keen to listen and absorb the skills and experience of the experts of which CSAM has many. The purpose of doing this training course is for me to be able to share with any Associates who wish for whatever reason, to be able to drive more proficiently and safely, and to enjoy their cars.

I would be happy to discuss this with anyone who thinks they may be like me and interested in becoming an Observer.

(Rather than publicise Lucy's personal email address emails for Lucy to editor@csam.org.uk will be forwarded to her)

Road Rage

A new survey conducted by iCompario, questioned 2,000 UK drivers recording that one in ten experience what they call road rage every time they get behind the wheel – with tailgating the main offender. However determining what road rage is will be dependent upon ones individual tolerance level and clearly many road users lack patience when using the road and cite anything which hinders their path as road rage and they forget that we all make mistakes.

Over two-thirds of respondents claimed to experience road rage at least once a month – while 10% said they experienced it on every journey. The most common time of day to feel road rage is during the morning commute – a third of respondents (33%) named this as the worst time of day for their anger.

As to why, 49% admit to 'seeing red' when drivers tailgate them – the most common cause with a third (34%) say they feel furious when they see other motorists using a mobile phone – and 28% when other drivers hog the middle lane.

When it comes to driving particularly slowly (30%) or quickly (31%), these driving traits annoy UK motorists to an almost identical extent.

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

Media statement from Anthony Kildare, IAM RoadSmart CEO:

In March, IAM RoadSmart called on transport ministers and MPs to take the long-overdue steps needed to finally address Britain's growing drug-driving crisis. This is an issue the government claims has been on its radar since 2011, and yet since 2012, the issue has shown no signs of improving. Collisions and casualties have gone up by over 260 per cent over the

last ten years, and convictions are increasing every year, reaching nearly 28,000 in 2021. The impact is devastating, far-reaching, and only getting worse.

Such sobering statistics clearly require urgent action – unfortunately, it appears our calls for drug-driving to be treated as a standalone issue have been overlooked. Our worrying research findings indicate the potential scale of the issue. Indeed, IAM RoadSmart's survey of over 2,000 motorists discovered that:

1-in-10 motorists have driven, or been a passenger in a vehicle where the driver has been under the influence of illegal drugs

14 per cent of people would not stop a family member or friend who was planning to drive while under the influence of drugs

6 per cent of people would be comfortable with driving while under the influence of drugs

And Britain's drug-driving issue does not just apply to illegal drugs, but also, perhaps surprisingly, commonly-used prescription and over-the-counter (OTC) drugs such as antihistamines, painkillers and anti-depressants – which can have just as much of a profound impact on a driver's judgement while behind the wheel. Our research also revealed that:

1-in-3 motorists do not know maximum dosages of prescription medication before it will impact their ability to drive

1-in-5 rarely, or never, check whether prescription medication will impact their ability to drive

1-in-4 drivers are unlikely to avoid driving after taking OTC medications that warn against using heavy machinery, like antihistamines or cold and flu remedies

Despite the government choosing not to take any new actions on this issue, we are determined to continue raising awareness of driving after consuming illegal and prescription drugs. We have already attracted strong engagement with the general public and the media, and now is the time for the government to give it the priority it deserves.

This is why IAM RoadSmart is, again, calling for a meeting with government so we can discuss how we can work together to finally get to grips with this issue. We wish to reiterate our previous calls for:

An outcome from the government consultation

We have been waiting since last summer for the government to announce the results of its own consultation entitled "Protecting the public from repeat drug-driving offenders" so that we can all work together to help drug offenders tackle their issues.

Separate rehabilitation schemes

We want drug-driving to be reprioritised as a standalone issue, and we are calling for an in-depth investigation, looking at the underlying issues that lead to the offence - recognising that it is a distinct issue from drink-driving.

Develop a course

As the UK's leading independent road safety charity, we want to work with the government and all interested parties to support the development of a rehabilitation option for drug-driving, with a particular focus on illegal substances, that is effective in reducing reoffences.

Support the prescribing process

We want to work with partners, in government and the health sector, to raise awareness and advise on some of the potential outcomes that prescribed medications can have on a driver's ability behind the wheel.

Together we can fight the tide and begin to see a decline in drug-driving collisions and casualties on Britain's roads, before the situation gets any worse.

To find out more about IAM RoadSmart's drug-driving campaign, visit <https://www.iamroadsmart.com/about-us/research-and-policy/drug-driving/>.

RingGo parking fraud: Portsmouth drivers warned about scam websites

A warning has been issued about scam parking payment websites to which people in Portsmouth are at risk of falling victim.

By Tom Morton from Portsmouth "News"

The city council uses the RingGo system in its car park and on-street parking machines, which allows drivers to pay for parking online rather than using cash. But the authority says it has received reports of a rise in the number of websites pretending to be the official RingGo page.

These pages often appear as the top result on search engines. Anyone fooled into using them will not only unwittingly hand over their money – and bank details – to scammers but also not have paid for their parking and so be at risk of getting a ticket.

There are RingGo machines across Portsmouth

Cllr Gerald Vernon-Jackson, the cabinet member for transport said: 'Using the RingGo service is an easy way to pay for parking in Portsmouth, but it's important for people to be vigilant to make sure they're using the official apps. Scammers often pay to have their websites appear as the first option on search engines such as Google, as a way to trick people into giving away their payment details, so people should make sure they're only accessing RingGo from an official source.'

By registering vehicles with RingGo, users can pay for parking without needing to carry change and can extend parking sessions remotely, so they don't need to return to the car to buy extra parking time if needed.

To ensure that people avoid being taken advantage of from scams like these, the council says residents and visitors should only use the official RingGo app, which is available for download from trusted sources such as the iOS App Store, Google Play Store, or Huawei App Gallery. Alternatively, people can download the app from the official RingGo website at www.ringgo.co.uk.

If people come across a website that they believe is fraudulent, they can report it to the National Cyber Security Centre.

LEARNING TO DRIVE ON MOTORWAYS

It is now some five years since the law changed permitting learner drivers on motorways, as long as they are with a qualified driving instructor (ADI) in a dual controlled car but alas more than half of drivers say they did not know it was now allowed.

An AA Driving School survey found four in five drivers (83%) admitted they have never seen a learner having a motorway driving lesson and 57% said they were unaware that learner drivers could go onto a motorways at all with their driving instructor.

Further research by the AA Driving School found bizarre driving behaviours on motorways witnessed by thousands of UK drivers. Nearly half of 13,000 drivers surveyed said they had seen another driver crossing the chevrons back to the motorway after taking the wrong exit (49%) and driving down the hard shoulder when it was not permitted (49%) and one quarter also witnessed someone stopped for a wee on the hard shoulder (26%).

Statistically, motorways are our safest roads, but we know many people find driving at speed intimidating and therefore may be a hazard on a motorway or are choosing to drive on roads not suitable for longer commutes. However, driving errors where someone failed to look properly or judge another person's path or speed correctly have been the most common contributory factor in motorway crashes in the last 10 years and tailgating is the 4th most common contributory factor compared to 9th most common on all road types.

The number of drivers being taken onto a motorway during their learning period is not very high. Clearly some people live in remote places and this makes it pretty much impossible unless they have an extended lesson but it does ask the question as to whether newly qualified drivers either Pre or Post Test should not have to receive some training on such roads, signed off by a driver trainer, before they are allowed to drive on them without formal supervision.

Motorway driving has developed rapidly in recent years with the introduction of smart motorways, with changes including variable speed limits and all-lane-running schemes and drivers have reported feeling less relaxed using smart motorways with no hard shoulder.

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

Driving abroad kit – get summer ready

With the six-week summer break on the horizon many families will be heading to Europe for the holidays but, did you know there are some compulsory items you need to make sure you carry in the vehicle?

Rules can vary between EU countries, so if you are crossing borders, it is important to check the local laws. For example, in Spain you must carry at least two warning triangles in your vehicle, and in Cyprus it's against the law to eat or drink while driving.

To make sure you have everything you need, IAM RoadSmart has some top tips to make your journey go as smoothly as possible.

Warning Triangle Most European countries require motorists to have a warning triangle in their kit in case of breakdown or accident, but those laws can vary so be sure to check EU driving regulations before you leave. You must place your warning triangle at least 45 metres behind your vehicle on the same side of the road. Always take great care when placing or retrieving the signs.

Headlamp converters Headlight converters are compulsory in France and most other European countries that drive on the right. This is simply to ensure that you don't cause an accident by dazzling oncoming traffic at night. Your UK car will, as standard, have the beams set for driving on the left-hand side of the road and therefore, when on the right-hand side of the road, you will be a menace to other drivers.

Reflective vest Wearing a reflective vest is essential and enables other road users to easily identify you. Although it is not yet a legal requirement within the UK, in many European countries, such as France, Italy, Spain and Belgium, wearing a reflective vest is compulsory if the driver and/or passengers get out of the vehicle on the carriageway. Always carry enough vests for all occupants inside the car.

UK sticker To drive in the EU, you need either a number plate with a UK flag on it or a UK sticker that's clearly displayed on the rear of the vehicle. If you have a GB sticker on your vehicle you must cover it or remove it. If you're in Spain, Malta or Cyprus, you must display a UK sticker no matter what is on your number plate.

First Aid Kit It's always a good idea to have a first aid kit in your car, just in case someone gets hurt. Carrying a first aid kit is also a legal requirement in many European countries.

Chief Examiner for IAM RoadSmart, Richard Gladman says...

"Planning a continental trip is always exciting and doing your research before setting off is essential. Low-emission zones in some cities require a sticker for you to enter and you may need to apply before you travel. Make sure you carry your V5 registration document and proof of insurance. You may need an international driving permit and a bail bond depending on where you are. Both the AA and RAC have country-specific information on their websites and can help along with other providers if you need breakdown cover. A well-planned trip in a properly maintained vehicle can be a pleasure. A breakdown on a foreign motorway will certainly spoil the trip."



I was excited to hear Apple might start selling its own cars until I learned they wouldn't support windows.

A man returns home from a hard days work and is met by his wife. She tells him that she has some good news and bad news about their brand new car. The man says, 'Okay, give me the good news first.' His wife replies, 'The good news is, all the air bags work...'

Suggested by our Chairman, Where am I? And what does the sign mean?



CENTRAL SOUTHERN ADVANCED MOTORISTS

Letters to the Editor

(I received the following from Barrie prior to the Spring Bank Holiday which is now past but have included here because it is relevant to all Public Holidays)

Dear Andy

It is very easy to fall into the trap of getting a parking ticket on the Spring Bank Holiday, which is Monday 29th May 2023.

So here is my advice on ensuring that you don't ruin your holiday by getting a parking ticket.

Do remember that Councils will not necessarily allow free parking on on the Spring Bank Holiday on Monday! PLEASE CHECK THE COUNCILS' WEBSITES!

Most councils SHOULD (but may not) allow free parking on SINGLE YELLOW LINES BUT NOT DOUBLE YELLOW LINES.

Contact your local authority or look at its website to see how they enforce single yellow lines on those days. If in doubt park elsewhere.

Some parking bays will be free but not all! So before you park, check the notice on the parking meter or pay and display machine to see when the restrictions apply and when they don't.

PAY BY PHONE OR APP WARNING - JUST BECAUSE YOUR PARKING REQUEST IS ACCEPTED BY PHONE OR THE APP DOES NOT MEAN YOU CAN PARK THERE!

THIS IS A MAJOR FAULT WITH SOME PAY BY PHONE AND APP SYSTEMS!!

NEVER EVER PARK AT AN OUT-OF-ORDER METER!

RESIDENTS' BAYS.

TO BE SAFE ASSUME THAT ALL RESIDENTS' BAYS WILL BE ENFORCED!!

PARKING ON MONDAY 29th MAY

DON'T GET CAUGHT - Councils will treat these days as no different from any other day So if there are normally parking restrictions on Mondays these same restrictions will apply on 29th May 2023.

Residents' parking bays

Any restrictions applicable to residents' parking bays and loading bays also apply to public holidays as if they were ordinary days. .

Loading bays

Never park in a loading bay unless permitted to do so - Remember some loading bays are restricted to specific types of vehicle.

So only use a loading bay if you are loading or unloading and are using a vehicle permitted to do so.

BUS LANES OPERATE LIKE ANY OTHER DAY - Bus lanes operate with the time shown and days shown on the blue sign at the start of the bus lane. If the bus lane applies, say, Monday to Saturday it will include this Monday Bank Holiday.

Yellow Box Junctions

Yellow Box are always enforced 24/7 and that includes public holidays.

NEVER PARK AT AN OUT-OF-ORDER METER!!

Check with the local authority

My strong advice is to check with the local authority regarding their parking enforcement on Monday 29th May for single yellow lines, metered or pay and display parking bays.

Increasingly local authorities are putting this information on their websites but there have been cases where the website said that there was no enforcement but this was then changed and teams of civil enforcement officers were sent out to ticket motorists who relied on the original webpage!

If you do use a council's webpage to get the information above, do copy the webpage by using your browser's "Save Page As" facility. I recommend saving the page as an HTML or MHTML file.

If in doubt do not park there!

If you have any doubt as to whether to park it is safest not to!

Drive safely and keep well and safe.

Yours sincerely

Barrie Segal (Author of "Barrie Segal's Quick Guide To Fight Your Parking Tickets")

Dear Andy

With thanks for all the good things you do to encourage safe driving for us all,

Susan Morley



A Quote from Fareham Police

"Top tip, if you wouldn't do it on your driving test...don't do it at all! The driving test is the MINIMUM standard you are expected to achieve to be safe on the roads. If you can't even manage this standard, then you shouldn't be on the roads!"

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 August 2023

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