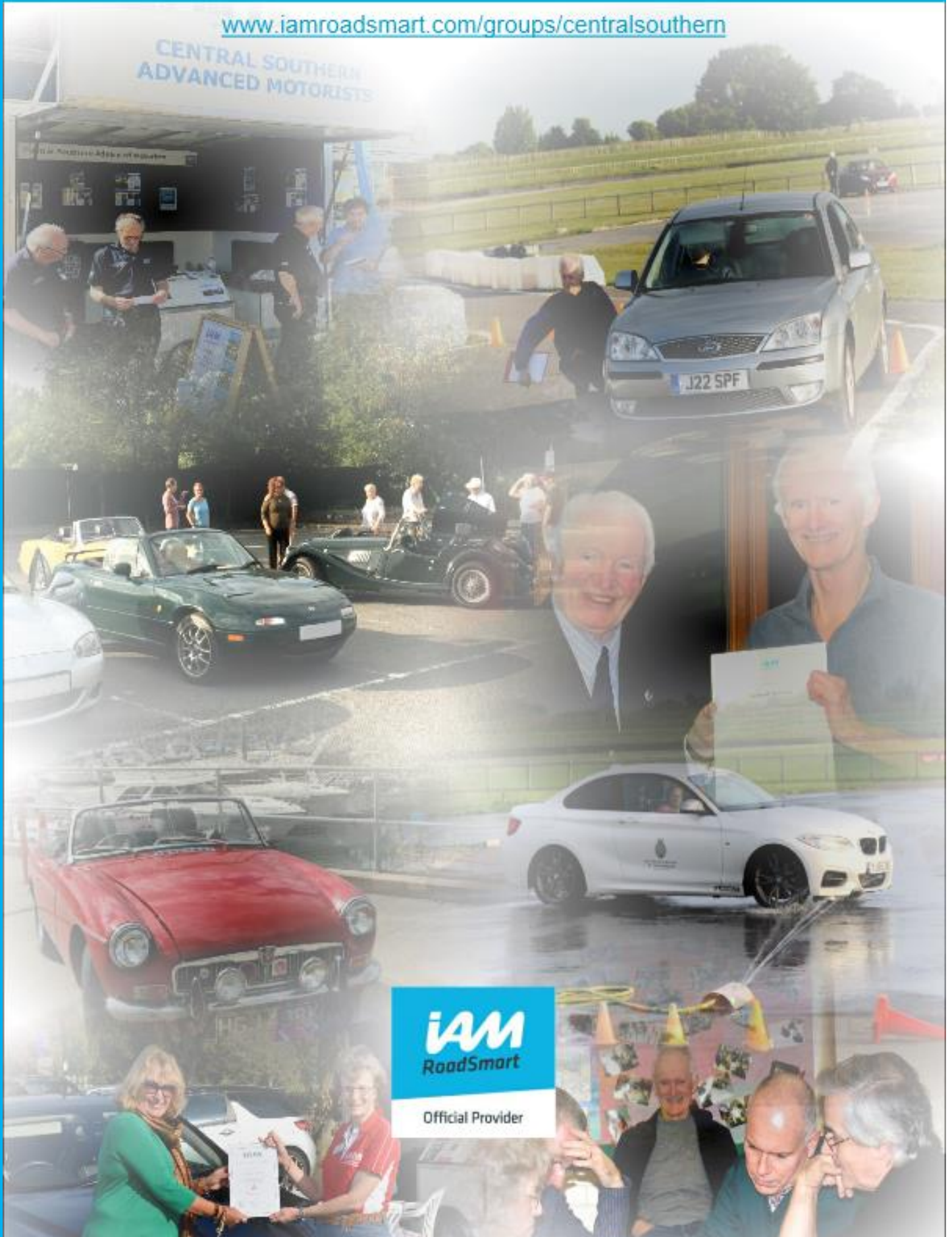


Winter Newsletter 2023

CENTRAL SOUTHERN ADVANCED MOTORISTS

www.iamroadsmart.com/groups/centralsouthern



PRESIDENT

Dennis Clement

CSAM COMMITTEE

Chairman	David Mesquita-Morris
07483 233740 (evenings & weekends only)	chair@csam.org.uk
Vice Chairman	Susan Stephens
	vice.chair@csam.org.uk
Secretary	Graeme Lewington
07841 745583	secretary@csam.org.uk
Treasurer	Andrew Coop
07712 581806	treasurer@csam.org.uk
Chief Observer	Paul Davies
	chief.observer@csam.org.uk
Membership	David Stevens
	membership@csam.org.uk
Associate Liaison	John France
01798 815750	associate.liaison@csam.org.uk
Social Media	THIS IS A VACANT POST
	vice.chair@csam.org.uk
Newsletter & Website Editor	Andy Wilson
01329 483661	editor@csam.org.uk

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.

As I write this I have just received my new IAM Roadsmart Membership Card which reminds me, on the front, that I have been a member for 27 years. It also reminds me, although not on the card, that I will need to renew my CSAM membership next month. I know that for some people "The IAM" has an image of older drivers, so I guess that after 27 years of membership I myself must now be fitting into these people's stereotypical images of an IAM Member.

Taking advantage of being the first article in the newsletter I would like to wish all Members and Friends of CSAM a Very Happy New Year.

My car was due an MOT recently and I went back to the main dealer. Now I always thought that dealers would always look for opportunities to up-sell but even then I was surprised when the "Free Vehicle Health Check", undertaken at the same time as the MOT, reported that I would soon need to replace one tyre because it was almost down to 4mm of tread depth. I know that 1.6mm is the minimum legal tread depth and that most drivers will replace tyres before the legal limit is reached but to advise a change at 4mm? I understand the specialist winter tyres are recommended, by the manufacturers, to be replaced at 4mm but these are not winter tyres. Personally I am in the habit of replacing tyres in pairs, on the same axle, when down to between 2mm and 3mm, usually the most worn of the pair will be nearer to 2mm, or immediately if showing signs of damage.

Into the New Year my car will be due a big service, cam belt and water pump as well as the usual fluids and filters being changed so I am looking for recommendations from our members for independent Volkswagen Audi Group (VAG) specialist garages in our area, preferably garages that our members have actually used themselves. Thanks in advance to anyone who is able to forward this information.

P.O.W.D.E.R. verses P.O.W.D.E.R.Y., for those of you who add the "You" to the end of the P.O.W.D.E.R. in the cockpit drill the recent viruses which have been going around have left many of feeling low. I had a couple of days when my car was just locked up on my drive because if I had been sat behind the wheel and asked myself if I was fit to drive, would my reaction have been fast enough, my honest answer would have been NO due to a combination of the illness and medication. I hope that most of our members managed to avoid these viruses which laid so many of us very low.

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
	At the time of going to press there are no confirmed events for this quarter. To keep updated please visit the events page link above.	

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

NCP: Northgate Car Park, Chichester (entrance on eastern side of large roundabout)

AFH: Allan Fletcher Hall, Offington Park Methodist Church, South Farm Road, Worthing, BN14 7TN (entrance to the car park is in Broomfield Avenue)

From Our Chairman



It's the most wonderful busy time of the year

October is a busy time in the calendar... it starts with the IAM RoadSmart regional forums. We all know the IAM RoadSmart central charity and local groups such as CSAM, but what many of you may not be aware of is the "regional" construct. IAM RoadSmart splits the country up into seven regions; CSAM falls into "Region 2 South East England". We have regular contact with our Area Service Delivery Manager (ASDM) who is Katrina Lowe, and there is a regular catch-up in person of all the local groups in the region. So in early October, all the Chair's, Secretaries and some Chief Observers all congregated in Leatherhead. This is a good bi-directional flow of information, with IAM RoadSmart informing us of their future strategy (such as moving away from Local Observer's and having just National Observers as an overhaul of the qualification system); and for us to express our opinions on a wide variety of topics; this year the subjects for discussion were:

1. What could Groups do to attract more diverse members?
2. How would you change the Group set up and structure to make them fit for the future?
3. In addition to training and campaigning what other activities could IAM RoadSmart do to improve road safety?
4. What could IAM RoadSmart do to better support existing volunteers and attract new volunteers?

5. What could IAM RoadSmart and the Groups do to modernise our training and the courses we offer?
6. What would you change in our current membership structure and offer?

The answers to these will be taken back and analysed along with responses from the other six regions and fed back into IAM RoadSmart's strategy.

Then we are immediately into to our Annual General Meeting, you will see from the range of reports and presentations that this does not happen overnight and takes many weeks of preparation from most of the committee. My most sincere thanks go to Shelia again for organising this, her final contribution in her three-year tenure as Group Secretary.

I said it during the AGM, but it warrants saying again, we are in desperate need of more volunteers for the committee. Please reach out directly to me via e-mail (chair@csam.org.uk) or phone (07483 233740) if you think you can lend a hand.

Finally, in what was a hectic October, we held our bi-annual Observer training day. Thanks go out to Paul for organising this and all the Observers and guests who attended. I will endeavour to attend the next one as I reengage with on-the-road activities.

For me, 2023 brings a new exciting (and slightly scary) chapter. By the time you read this I will have retired. I hope to be able to craft some form of semi-retirement and already have a few interesting leads. If I have learnt anything over my fifty-something years, it is that all the very best things in life are both exciting and a little scary at the same time.

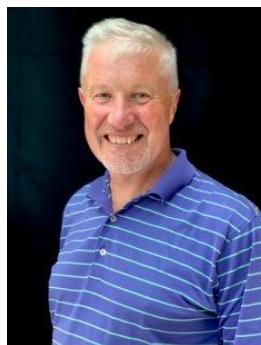
So now as that busy period comes to an end, I hope we can all take a well-deserved break as we head into Christmas.

Have a happy and safe Christmas,

David Mesquita-Morris

Chair

Chief Observer's Corner



I would hope by now you have put down your Observer hat and are now enjoying Christmas with your loved ones and family.. I just wanted to wish everyone a peaceful Christmas and happy New Year and thank you for your support and time spent supporting CSAM and IAMRoadsmart

December was a quiet month for tests, with just the one advanced test completed. Congratulations to Robert Lock for getting a F1rst and to Bernard Timbers for guiding Robert through the course. A great achievement..!

I would also like to congratulate John France for achieving a Distinction in his Masters test. This is a fantastic result and reflects the highest civilian standard of driving in the UK. Well done John!

There are several associates ready for test and I am sure in the New Year, when people have settled down from the Christmas rush, we will see test dates being organised and

taken. Keeping associates test ready is the challenge but definitely worth it, so please try and support your associates with a pre-test run once their date is set.

On the observer training front, we have now reviewed and updated the training requirements that are in the observer handbook, and this will be available electronically on the CSAM shared documents folders. The Observer Pack is also updated, including contact lists. If you have a CSAM email account, you will automatically have access to the files, and if you do not have a CSAM email account contact me and I will arrange for your nominated email address to have access to the files, or set you up with a CSAM email address.

We also have set up a WhatsApp group and a Teams site for Trainee Observers and National Observers to support the training programmes. I will be holding a training session in January for Trainee Observers and National Observers who want to help. Details to follow.

Thanks once again for all your time and support – Looking forward to a safe and happy 2023!

Paul Davies

Chief Observer

Membership Mumbblings!

Firstly, a very Happy New Year to all our members. How will you approach the 2023 motoring year? As advanced drivers we have to set each drive into the context of its purpose, the vehicle and general circumstances. The purpose of a drive will influence our emotional state and, if we are honest, may cause us to undertake a drive we might otherwise postpone. If our usual vehicle has the full array of active safety features, will we recognise the implications when driving a classic car, say, without them? Finally, the weather is a good example of general circumstances. Does it mean that the next corner could be hiding a road-wide lake, a sheet of ice or low sun to blind us?

Take a moment to consider these parameters and adjust your driving style before you set off each time.

So to our membership numbers. We have 252 members in total which includes 173 Full members, 14 Fellows 50 Associates. I would like to congratulate and welcome 5 recently qualified associates: Nicholas Gould, Miles Hayward, Tom Mackarness, Gary Simmons and Georgina Stanford. Also, a warm welcome to our 9 new associates: James Anderson, Raymond Barrowclough, Jemma Blair, Daniel Clark, Lewis Cooper, Rod Marsh, Vanessa Meyer, Roger Moore and Matthew O'Flinn – I hope that you are all enjoying the process of becoming an advanced driver.

David Stevens

Membership Administrator

CENTRAL SOUTHERN ADVANCED MOTORISTS

Associates' News



Since the last Newsletter six Associates have completed their course. This compares to eight Associates in the previous reporting period. This was not due to a slowing down of Associates being Test Ready, but more to do with longer lead times between allocation and a test date being given by the Examiners. We had one F1rst and five Passes. We currently have forty-five Associates allocated to Observers and of these five are Test Ready. Two have test dates in the next week, one is allocated to an Examiner awaiting a test date and the other is allocated awaiting the Examiner to accept the allocation.

Our CSAM Mobile Display Unit (MDU) has undergone its annual service and is now stored in a secure facility near Chichester. I would like to encourage all Team Leaders to think about using the MDU for their local events. All you need is a driver with a tow bar. Our difficulties in running the monthly Chichester Sunday Run Sessions continue and we have only been able to run one session in October that was well attended. We hope to run the December session and continue to search for a long-term solution.

In this reporting period eight Associates have joined CSAM. There is a definite slowdown in new members joining which is partly due to the time of year but also perhaps reflects people being more careful where they spend their money. For the same period last year, the number was 12. In Spring 2022 it was 14, Summer 18 and Autumn 10.

Our Waiting List for Observers currently stands at five which is three down from the last report. A very big thank you to those Observers willing to take on new Associates whilst they still have existing Associate awaiting their Tests. Waiting times for Associates who are in the East of the region are now at an acceptable three to four weeks. Those in the Worthing area are not so fortunate and we have two associates located there who have been waiting five months for an Observer.

I finish with my usual plea. Would all Observers please look at their current workload and if they have an Associate close to Test Ready or can take another new Associate, please let me know.

John France

Associate Liaison



Katrina Lowe @KatrinaASDM · 1d
Congratulations to John from @CSAMCAR who today passed his @IAMRoadSmart Masters car test with distinction. A very enjoyable drive and a well deserved result.



CENTRAL SOUTHERN ADVANCED MOTORISTS

News from Worthing Hub

We welcomed Matt England as our guest speaker at the Worthing Hub meeting on Thursday 10 November. He is the Emergency Services Collaboration Manager and gave a very interesting talk on how all the emergency services are working together to provide a better service to the public and respond to emergencies in a more effective and efficient way. He also spoke about the plans to increase this collaborative working in the future.

This was a very interesting talk and was very well received by those present.

THE FUTURE!

During the past year there has been a very poor attendance at the Worthing Hub meetings. We would like to welcome many more of you to our meetings and would invite you to bring a friend if you would like to.

I am planning a meeting for **Wednesday 1 March** at 7.30pm. This will be at our usual meeting place at Offington Methodist Church, South Farm Road, Worthing BN14 7RX (takes you to the entrance to the car park). The speaker will be ME! I am a volunteer Community First Responder for South East Coast Ambulance and I will deliver a session on CPR and using a defibrillator. This is something I have done often in various communities and for various groups across Sussex and it gives people the confidence to have a go to potentially save a life! **You are very welcome to bring a friend.** I normally send out an email reminder via our Editor about 10 days before the meeting but some people seem to not get these. Please can you check your spam filter to make sure that emails from CSAM are received into your inbox. The reminder comes from editor@csam.org.uk

I would also like to organise a visit to Beaulieu. I have provisionally booked this for **Saturday 24 June 2023**. The cost will be £25.00 per person which covers coach transport (subsidised by us) and entry. I will arrange pick up points in Worthing (at 8.30am) and Chichester (about 9.00am). We will return to the same points at about 5.00 and 5.30 respectively. **In order to book the correct size of coach I need a provisional booking from you!** Again, you are welcome to bring a friend. Please let me know **by 31 January** by emailing worthing@csam.org.uk how many places you would like to reserve.

I am happy to continue organising speakers and visits but only if there is enough interest so please do make a note in your diary for the March meeting and also let me know if you would like to join us for the trip to Beaulieu. If you have any contacts of speakers that you would like me to invite please let me know.

Sally Holmes
Worthing Hub



CENTRAL SOUTHERN ADVANCED MOTORISTS

Some Pictures From Our AGM



Dave Cheeseman receiving his certificate from IAM Roadsmart’s Programme Director, Simon Boyd. Dave’s Observer was John Chisholm.



Lucy Penn who passed her Advanced Driver Test with a First with her Observer Oliver Farley.

CENTRAL SOUTHERN ADVANCED MOTORISTS



Matthew Davies who passed his Advanced Driver Test with a First with his Observer Kevin Hopkins.



Alistair Watts who also passed his Advanced Driver Test with a First with his Observer Vince Clarkson.



Katrina Lowe
@KatrinaASDM

Observer meeting today with @CSAMCAR. Very interesting and informative day, with presentations and observer peer reviews. Great to see so many there, including local examiners. Thanks for inviting me. @IAMRoadSmart



The following is an extract from Rodney Hart's book "**The British Policy**". Rodney is one of our CSAM Members.

Driving

Did you know that "driving a car" is the only activity of its kind that does not require mandatory training? It's true, in every form of industry there is apprenticeship and training. In every other form of transport there is proper training, before they are allowed their own freedom. Now, let me explain how I see it for driving a car, bearing in mind that 18 is the legal age for responsibility. At 17 any person can apply to the DVLA for a provisional driving license. As at present, the application form must contain 2 x passport size photos and the NHI identification number. One photo will be retained by the DVLA on the files, the second photo is attached to the provisional driving license and sent to the applicant together with the logbook which the applicant must sign.

This will contain applicant's name, date of birth, NHI identification number and 25 spaces for one-hour provisional driving lessons. The Spaces will allow for each one to be dated, signed and rubberstamped by a registered driving instructor. The 25 spaces represent one hour lesson every two weeks for one year, or until the applicant is at least aged 18. The applicant is free to choose any registered driving instructor, only when the applicant reaches 18 can he ask the registered driving instructor to apply for a date for a driving test. Only a registered driving instructor can issue the application. The fee will be fixed at £25. The registered driving instructor will complete the test application form as follows:-

- 1. The applicant has completed 25 lessons.*
- 2. The applicant is the same person as described on the provisional driving license number.*

3. *In my opinion, the applicant is suitably prepared to sit the driving test.*

Both the instructor and the applicant must sign this form. I am convinced, if this procedure were to be followed, the pass rate would be 95%. This would save the test inspectors time, but would also show that provisional license holders have been properly prepared both physically and mentally to obtain a full driving license. Admittedly, the recent separation of the theory test from the practical test is a step in the right direction, but this can be taken "on-line" by computer. Anybody with a retentive memory can apply several times until passed. This is still a far cry from putting it all into practice. It would follow, that in three years time we would see a dramatic fall in accident figures this would also demonstrate to insurance companies, the drivers had been properly trained and therefore apply a more appropriate insurance premium. To go one step further, all registered driving instructors should be encouraging young drivers, after they had successfully passed their driving test, to continue to improve their driving skills by joining the Institute of advanced motorists. The Institute is now known as

IAM RoadSmart and has been actively in existence for more than 60 years. It is recognised as the leading organisation for furthering driver education to an advanced level and also road safety for commercial and public service drivers, this is a win-win situation that does not require massive Parliamentary debate for what is an obvious solution. Society expects for teenagers of 17 when they become 18 should become responsible, mature adults overnight! It is just impossible; maturity is a biological process which takes its own natural time. The main problem with young drivers is immaturity! It is totally illogical to give a young person a driving license, before he is properly trained. When will our ministers recognise this? There you have it. Any child can steer a car, but it takes a properly trained brain to drive it safely.

To make safer roads you need safer drivers. Think about it.

When writing his book Rodney said "Most things which affect us in our lives stem from Government policies and local authority administration, so I made a list. I tried to identify as many topics as possible which have had a direct impact on peoples' lives. I used my own knowledge, experiences and observations to project how things could be made better or systems improved - future planning. I started writing about three years ago and once started couldn't stop – spending four or five hours every morning. It just flowed. I only paused to do some research as many topics required historical background. I have applied a formula of how, when and why. In many situations I asked how did it happen, when did it happen and why did it happen."

If you have enjoyed Rodney's section on driving then you may like to read the rest of his book. Rodney is one of CSAM's members and he is offering a £2.00 discount for CSAM members who wish to purchase the book, normally £15:00, and can be reached by post at R Hart, 56 Ferringham Lane, Ferring, Worthing BN12 5LU.

Member Ann Campbell's Grand Day Out

On Sunday 25th September 2022, some members of the Kia Stinger Owners Group had the privilege of a photo opportunity with Avro Vulcan B2 XM603. This beautiful, but deadly, aircraft is kept at the Avro Heritage Museum, Woodford, Cheshire. For anyone interested in aviation history, this Museum is well worth a visit with lots to see and do.

As I had travelled the furthest that day, I got the prime photographic position of underneath the Vulcan, with bomb doors open, well chuffed! Photos were taken of each Stinger by the side of the Vulcan, plus group ones at the end. Apart from personal photos, one of the volunteers also took photos to appear on the website gallery. This Vulcan is the only one in the white high altitude livery and looks spectacular.

Afterwards, we could then wander round the Museum, do cockpit tours or have refreshments in the café.

Although it was a long drive and day for me, so worthwhile, a Grand Day Out.



Ann and her Kia Stinger parked beneath the Vulcan



Kia Stinger Owners Group with Avro Vulcan B2 XM603

GRADUATED DRIVING LICENSING

I regret to say that I have never been a fan of what is referred to as GDL which really isn't in my book -it is restricting drivers for a period of time to be allowed to do certain things and then to say to them OK we have now lifted the restrictions. Ideas put forward of what newly qualified drivers should be prohibited to do are based on evidence about the risks and outcomes in terms of collisions and injuries which tends to surround driving in the dark and having passengers in the car.

I have to ask two fundamental questions.

What during their learning period are they taught in a practical way about driving in the dark or driving with other people in the car – NOTHING. Then we seem to come out with the idea

that after a given period of time it will be OK to do it without any intervention and until that situation is remedied either pre or post test we really get what we have failed to do.

We also need to take note that newly qualified drivers who mostly fall into the "age of concern" in this respect will do most of their driving at night and with their fellow friends so it is perhaps not surprising that this is when they are exposed to the whole driving risks and therefore when sadly incidents are most likely. I recall from my own personal experience that the first time I drove a car after passing my test on my own was in the dark and the only learning I had was from the observations of my Father's night time driving.

It demonstrates to me that we fail our learner drivers during the time they are learning by concentrating only on what is likely to be tested and not helped by the fact that driving instructors are measured by test results which discourages them from teaching what is not going to be tested.

However a new study has found (claims) that graduated driver licensing (GDL) can improve road safety while having 'minimal impact' on new drivers' access to education, employment and social activities – upon that I have no reason to doubt.

A new report by TRL – Supporting New Drivers in Great Britain - for the RAC Foundation and the Rees Jeffreys Road Fund, found that the UK lags behind other countries in implementing GDL due to concerns which are essentially unfounded. Worries associated with GDL, such as access to employment and education, its impact on rural areas and the difficulty of enforcement, were largely dismissed by the new study.

The RAC Foundation highlighted that currently, young drivers are disproportionately likely to be involved in a crash, with pre-COVID data showing that almost a quarter (24%) of those killed or seriously injured on Britain's roads were in a collision involving a young driver (aged 17-24 years old) even though this age group makes up only about 7% of the total driving population. International evidence claims that GDL, in one form or another, can reduce collisions and trauma from collisions involving young drivers, by 20-40%.

You can find a copy of the report at <https://www.grahamfeest.com/resources/latest-uploads/>

(From Graham Feest Road Safety Consultancy Newsletter)

WHAT A JOURNEY

This month we feature this article written by Mike Yeomans, an experienced ADI who decided that the time was right for him to take a look at his own personal driving skill and take the Advanced Driving test.

From a road safety point of view this is something we are always encouraging people to do at some point in their driving career to answer critics who want to embark on a regime of re-testing. I recently completed an IAM Roadsmart advanced driving test.

Nothing remarkable you might think, as an ADI it should be simple, but I was pleasantly surprised at the journey it took me to be able to be sufficiently competent to pass. It is the

perfect addition to any ADI's list of must have qualifications and I now think after the mentoring and training I received, an essential addition after passing the "L" driving test.

There are other advanced tests on the market, some are simply the DVSA test for licence acquisition with less faults, some are heavily involved in Roadcraft at a high level and are perfect for some employers whose driver encounters extreme high risk in their everyday journeys.

Look at Roadcraft (handbook for police drivers) read the references pertaining to IPSGA, take those references and create a brilliant course and you have the IAM Roadsmart advanced test.

My journey started meeting my Observer in a car park near to my home, we exchanged pleasantries, and immediately I was put at ease, we chatted for a while discovering what my experience was, checking eyesight and health to drive.

I talked a little about the car I had, and we discussed my expectations of the course. If I am to be fully honest, over the years I had lost enthusiasm for driving. Yes, I train drivers both for the 'L' test and for work, but my personal interest or enjoyment was a low priority. I started the Advanced Test because I wanted to know more about it and what its benefits were.

After signing the IAM document disclaimer and being fit to drive, we set off with guidance from my observer. The 90-minute drive seemed only 40 minutes due to the engagement by my observer, I was made to feel very welcome and relaxed. I must admit I expected a lot of criticism, instead it was encouragement with very little training comments, it was a more subtle series of encouragements, I felt I was out with a friend.

Over the years I have been involved with Fleet work, I have help shape several diversionary schemes, yet no one can ever say they know everything, nor should they even suggest that. In that first relaxed drive that passed so quickly, I found it confirmed many aspects of the training I already give and training I have given in the past. To see my driving and knowledge from a different perspective was enlightening.

My second drive involved a demo drive from my Observer, I found myself dropping into work mode and mentally marking the drive. To my observer's credit there was very little I would have to comment on, but it was beneficial we had a debrief so we could check notes and be on the same page for when we went out next.

Over eight drives, (which due to work commitments took me from April to September to fit in), I was not in a rush, and it gave me plenty of time to practice. To be successful, whether a recently passed driver or an experienced driver you must accept we can all improve, leave any driving prejudices behind accept the person sat next to you has your best interest at heart, be open to suggestions and improvements.

Over the eight sessions I covered the whole syllabus: Core driving skills, POWDERY, Cockpit Drill, moving onto IPSGA, Bends/corners, junctions, roundabouts, overtaking, motorways, dual carriageways, manoeuvring and Spoken Thoughts.

Developing a commentary drive, now referred to as spoken thought, and what a good expression that is, as it was exactly that, to talk about what you see, what is developing ahead, what to anticipate, how to read the road ahead.

CENTRAL SOUTHERN ADVANCED MOTORISTS

For me the main parts that really resonated with me and have since improved my own training, approach to roundabouts, mainly observation and timing, certain aspects of overtaking I had not fully appreciated, plus acceleration sense (which I still need to work on).

I have since developed a better method for spoken thought that suites me, it has also benefited my students. In fact, this development has made many of my own business and personal journeys much easier and seem shorter in time than the time it takes. To fully understand that comment you would have to appreciate I travel around the country working, in addition to local ADI work, and reducing distraction and monotony on motorways has been achieved through thinking my spoken thought while driving.

In summary WHAT A JOURNEY it's been, I am so grateful to the Institute of Advanced Motorists for the opportunity to take part in the advanced training/test, I really do enjoy my driving now, which has rubbed off on my clients and students, I feel they are getting a better service from me.

I have since been out observing some observer training, it is remarkable to see the dedication these volunteers (Observers) give to help make the road safe. Any new driver should be encouraged to take the course, look for special offers that local groups are able to give to help with the cost.

And finally, a comment made by a national observer that I observed while the driver was travelling along a country road which had many tight bends, "You can see the limit points ahead you can see when the road opens up if you look ahead and travel at a speed you can stop to the limit point, look for features such as buildings and the rise and fall of the road in the distance. Then it does not matter how unfamiliar you are to the road you can travel it safely and progressively" There was almost no need for the advanced warning signs as the road held it own advance warning if you observed it correctly.

My gratitude to the team at my local group the 'Hull and East Riding Advance Motorists' (HERAM) my observer and mentor plus my examiner John.

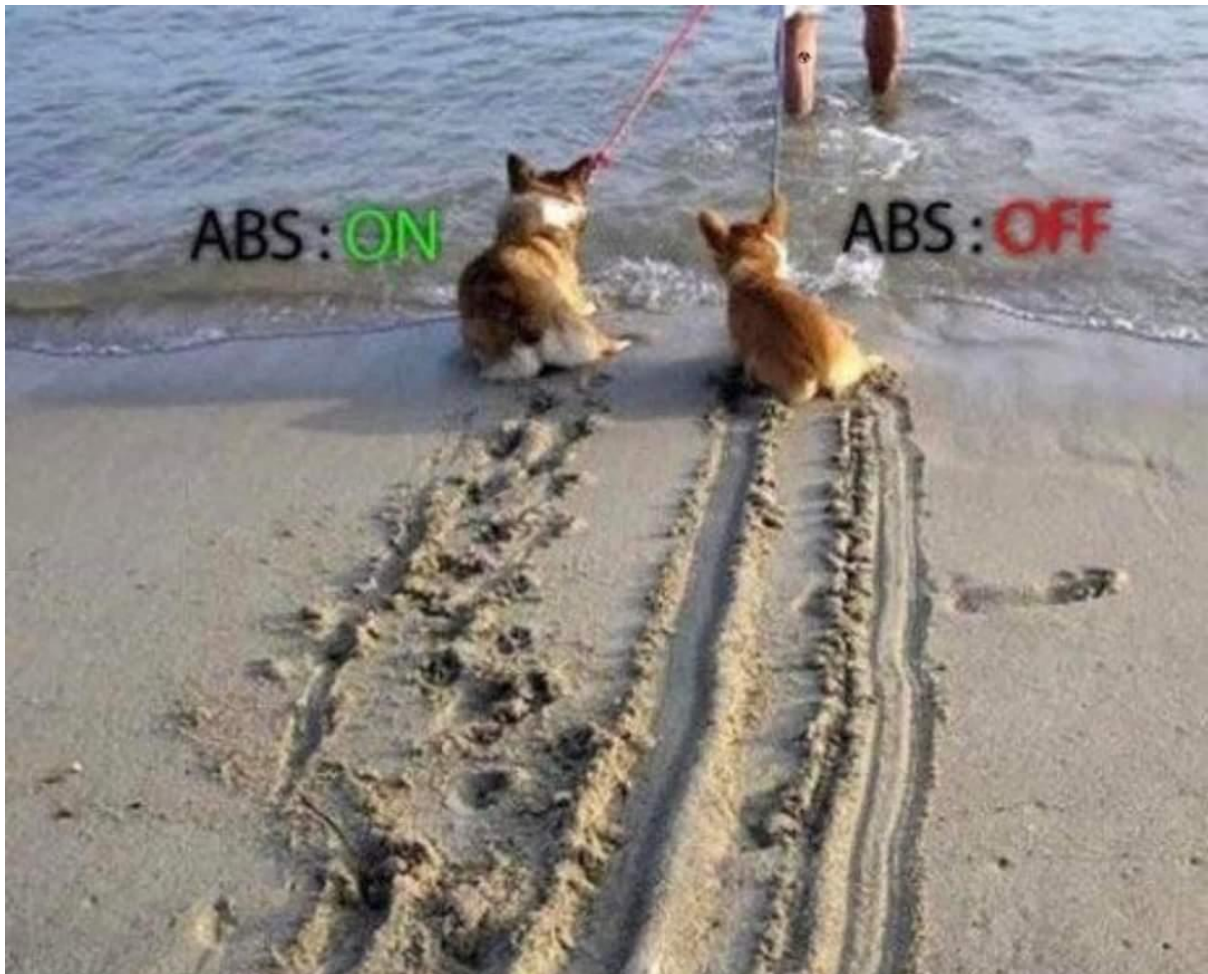
(From Graham Feest Road Safety Consultancy Newsletter)



Just in case you need proof that there are idiots out there, from the phone of one such idiot;



An ABS visualisation for you



Letters to the Editor

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



On my computer I needed a password eight characters long, so I picked 'Snow White and the Seven Dwarfs'

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 February 2023

This is the official Newsletter of the Central Southern Group of Advanced Motorists Opinions and ideas expressed are those of the individual correspondents and do not necessarily represent the views of the Group nor of IAM RoadSmart The Newsletter and its contents are copyright of Central Southern Group of Advanced Motorists Registered Charity No.1079142
~ ©2023 ~ All Rights Reserved