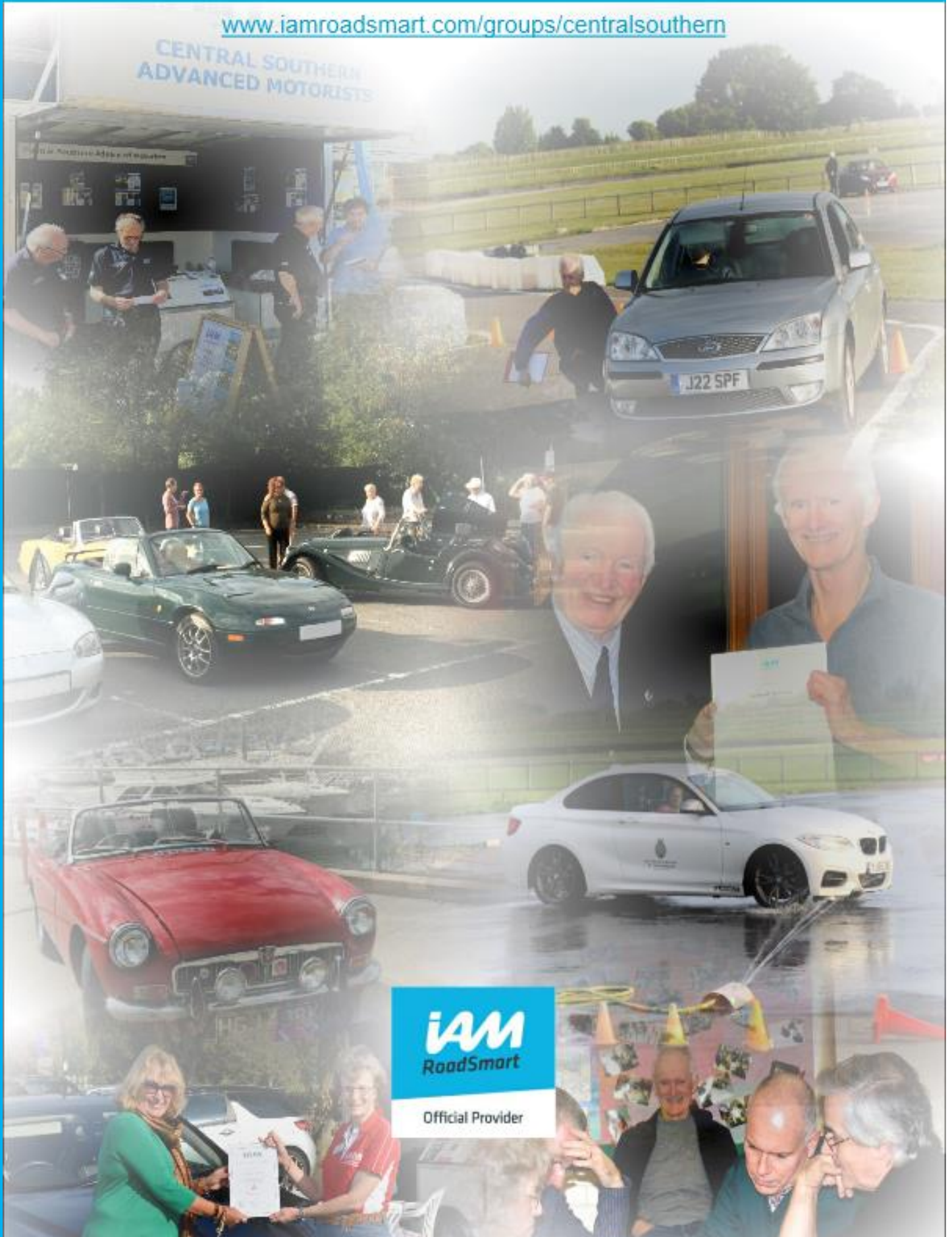


Autumn Newsletter 2023

CENTRAL SOUTHERN ADVANCED MOTORISTS

www.iamroadsmart.com/groups/centralsouthern



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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	THIS IS A VACANT POST
	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

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From the Editor



Welcome to our Autumn Newsletter.

Some members may not be receiving my emails to alert them when a new edition is available, due to some Email Providers being over zealous in marking emails as spam, mainly but not exclusively people with BT email addresses, if they were to add my email address editor@csam.org.uk to their allowed senders list it should help to ensure that they receive future emails. For any members not wishing to do this please just remember that we attempt to publish newsletter each quarter, January, April, July and October and check out our website at these times.

You may not be aware of Older Drivers Forum but as the 1st October is 'Older Persons day', Older Drivers Forum are keen to assist you with a number of useful FREE webinars to assist you or the mature driver in your life to Carry on Driving Safely for Longer so I thought that I would bring this to your attention.

Below are FREE webinars you may like to join are OPEN to anyone in the UK:

HCC Webinars Tuesday 3rd October between 1pm and 2.15pm - 'Compensating for Ageing Effects on Driving'. To register your free place then [Click here](#)

Thursday 5th October between 10am and 11.15am - 'Is you Driving as Safe as You Think It Is?'. To register your free place then [Click here](#)

Important notes re the above two webinars: These events takes place using MS Teams, but you do not need this downloaded on your device – simply join online. Your camera and microphone will be turned off during the event, but you will be able to communicate with the presenters through the Q & A function that is available. The event will be recorded and made available to all attendees as well as other interested parties. Please try to join at least 10 minutes before the start time in case of any problems. If you register and then decide not to attend, please cancel your space by clicking on the relevant part at the bottom of your confirmation email.

Since the last newsletter I had to submit my wife's car for it's MOT, which it passed except for two front tyres. The tyres were just starting to show the effects of age but otherwise OK. I had two new tyres fitted and all was well but next morning after my wife had driven off I found this on our driveway.



CENTRAL SOUTHERN ADVANCED MOTORISTS

When she returned she said, when I asked, that the car had driven OK but the whole journey had been within 30 MPH limits.

I took the car back to the garage and the tyre fitter was most apologetic and removed both wheels, cleaned the inside, and fitted new balance weights. He said that it appeared that they had a delivery of balance weights where the adhesive was sub-standard and assured me that the replacements had come from a second batch.

It is important that if you find weights like these where you have been parked that you are able to recognise them for what they are, these weights are used with alloy wheels and are stuck on the inside of the wheel, often out of sight. Poor cleaning to remove brake dust or sub-standard adhesive could cause these weights to fall off and if my wife had been driving at motorway speeds with out-of-balance wheels the outcome could have been significantly different.

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 19:30	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

From Our Chairman



It's early September here as I write this, and the Committee is highly occupied with the AGM next month.

What most of you see as a couple of hours on an autumn evening starts for us on the 1st of September. This is the date that all the facts and figures we will be presenting to you are baselined. From here on in we are finalising presentations and reports that are made available to members before and during the AGM.

This though is all a bit of a formality, albeit an important and necessary one; the real excitement starts when the formal business stops; our guest speaker. This year we have Richard Gladman, who is IAM RoadSmart's Chief Examiner. This is a fantastic chance to ask him any questions relating to the driving standard expected by IAM RoadSmart Examiners, so please, if there's anything that still confuses, or is unclear, ask the expert at the AGM!

I'll be asking about mini roundabouts. When I take out Associates, I drill into them the need to not drive over the mini roundabouts, but to go around. But some nowadays are painted so far off-centre that we can give incredibly misleading signals with our car's position when doing the right thing. A really good example of this is just down the road from our AGM venue in Billingshurst, with the entry to Jengers Mead in Billingshurst. I was out on a run where someone actually overtook us at this roundabout on the assumption that we were turning left rather than going straight on; they were really surprised when we didn't turn, and we were all a little shaken by the experience. I think I know the answer: that not everything is completely black and white and that we need to add situational awareness into making our plan.

Something else I would like you to have a little think about prior to the AGM is what sort of events you would like us to put on. We cancelled events last year due to a lack of attendance of those that we arranged in Worthing, a place relatively central in our geographic footprint. We are happy to reengage with an events agenda, but we need sufficient numbers to make it a worthwhile use of group funds. So if you tell us what you would come to, we will arrange events where there is enough interest.

This year, we are in good shape in relation to succession planning and thankfully have a new committee member to introduce at the AGM. But as ever, we have open positions, so would welcome volunteers to come and join us. It's a relatively modest commitment to attend one committee meeting every two months plus whatever other activities the specific role requires.

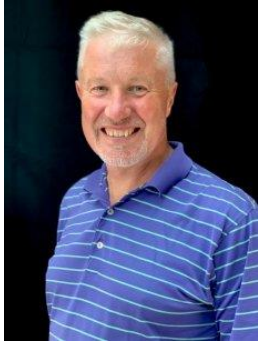
Stay safe,

David Mesquita-Morris

Chair

CENTRAL SOUTHERN ADVANCED MOTORISTS

Chief Observer's Corner



Summer has passed us by and we have had a steady flow of Associates both joining and also undertaking their test.

I have been away a lot this last couple of months with family commitments, losses and a holiday and as such haven't been doing as much on the training front. We continue to work with the five trainee observers and hope to have them ready for their assessments in the late autumn.

Since August 2023, we have had 8 associates undertake the assessment and all 8 passed! Well done to Graham Peel (David Mesquita-Morris), Joe Baldock (Kevin Hopkins), Shaun Kent, (Phil Coleman), Ed Cotcher (Mike Duffin) and Tina Rassom (Paul Davies) for gaining F1rst, and also Christine Mant (Gordon Egerton), Kate O'Connell (Andrew Coop) and Anita Talley (Sheila Girling) - (Observer in brackets).

I am not familiar with European "Highway Codes" in detail, but it is interesting whilst in Spain recently how drivers automatically stop if they are turning into a road where you are crossing the junction as a pedestrian. This is the requirement in our highway code since the new updates in Jan 2022, but few drivers know or apply the guidance. On the couple of occasions a car saw me after committing to take the turn, their reaction was very apologetic, and recognised they were in the wrong.. Not sure I would get the same reaction in the UK yet!.

Conversely, I noted a Portugese method for hill parking.... Do you carry a couple of bricks when parking on a hill?



Safe driving everyone.

Paul Davies

Chief Observer

Membership Mumbblings

As I write this, on one of the hottest days of the year, it's hard to believe that autumn is just around the corner – indeed it ought to be here by now. The evenings are certainly drawing in though. Night driving, by which we mean driving when there is reduced ambient light, demands much more of our eyes than driving in full light. Add to that, as we age, our eyesight naturally becomes less acute and things can easily become problematic. When did you last have your eye checked? Is your windscreen as clean as possible. A fine film of grime on the inside, built up over the summer, may be invisible in full daylight but will make things hard even for the best eyes. The system of car control has the Information phase following throughout and information underpins everything else we do. So give yourself and your car a full optical review and get the best quality information you can.

So to our membership numbers. We have 228 members in total which includes 161 Full members, 19 Fellows 38 Associates. I would like to congratulate and welcome 9 recently qualified associates: Joe Baldock, Jemma Blair, Christine Mant, Vanessa Meyer, Kate O'Connell, Graham Peel, Tina Rassam, Luke Smith and Simon Wigzell. Also, a warm welcome to our 9 new associates: Kate Bartholomew, David Birchmore, Matthew Coster, Bart Delgado, Andy Jacobson, Oliver Mcauliffe, John Morgan, Michelle Nicholson and Shaun Twomey – I hope that you are all enjoying the process of becoming an advanced driver.

David Stevens

Membership Administrator

Keyless car thefts Crime Prevention Advice (Information from Hampshire & Isle of Wight Constabulary)

Keyless car theft is becoming a growing issue in our county and across the UK, and we want to give you the tools to prevent this from happening to you. During 2022/23 there were approximately 480 incidents of keyless car thefts in Hampshire and Isle of Wight, this is up from around 135 in 2021/22.

Thieves don't need access to your home or to be in possession of your car keys, they have the technology to help them to connect to the signal from your key and relay it to the vehicle. They can then unlock the car and drive away without you knowing.

Thieves often target high-value vehicles, most recently we saw a rise in theft of Land Rovers, but it could happen to anyone with any vehicle that has a keyless start, if they can gain access then they will take it.

A mum recently had her car stolen ([links to BBC article](#)) despite having CCTV and the key inside her home. The thief was spotted on a CCTV camera using technology to relay the key's signal inside her home to the car to unlock it and was able to drive away.

There are a number of steps you can take to protect your vehicle, but it's important to use a combination of methods and utilise locks and other items to deter thieves and protect yourself to the greatest extent possible.

To protect your vehicle from being stolen, you can:

Keep keys out of sight and away from doors and windows

Use a signal blocking pouch, known as a Faraday Bag, to store your keys

Turn off your Keyless Fob's Wireless Signal

Use a tested and approved Steering Wheel /Pedal / Gear Lock as a deterrent

Tracking devices can help track down your vehicle and the perpetrator should it be taken

Check with your manufacturer to make sure your car is as secure as it can be

Re-programme your keys if you buy a second hand car

Park securely or use your garage if you have one

Use CCTV and lighting.



How to drive a car efficiently

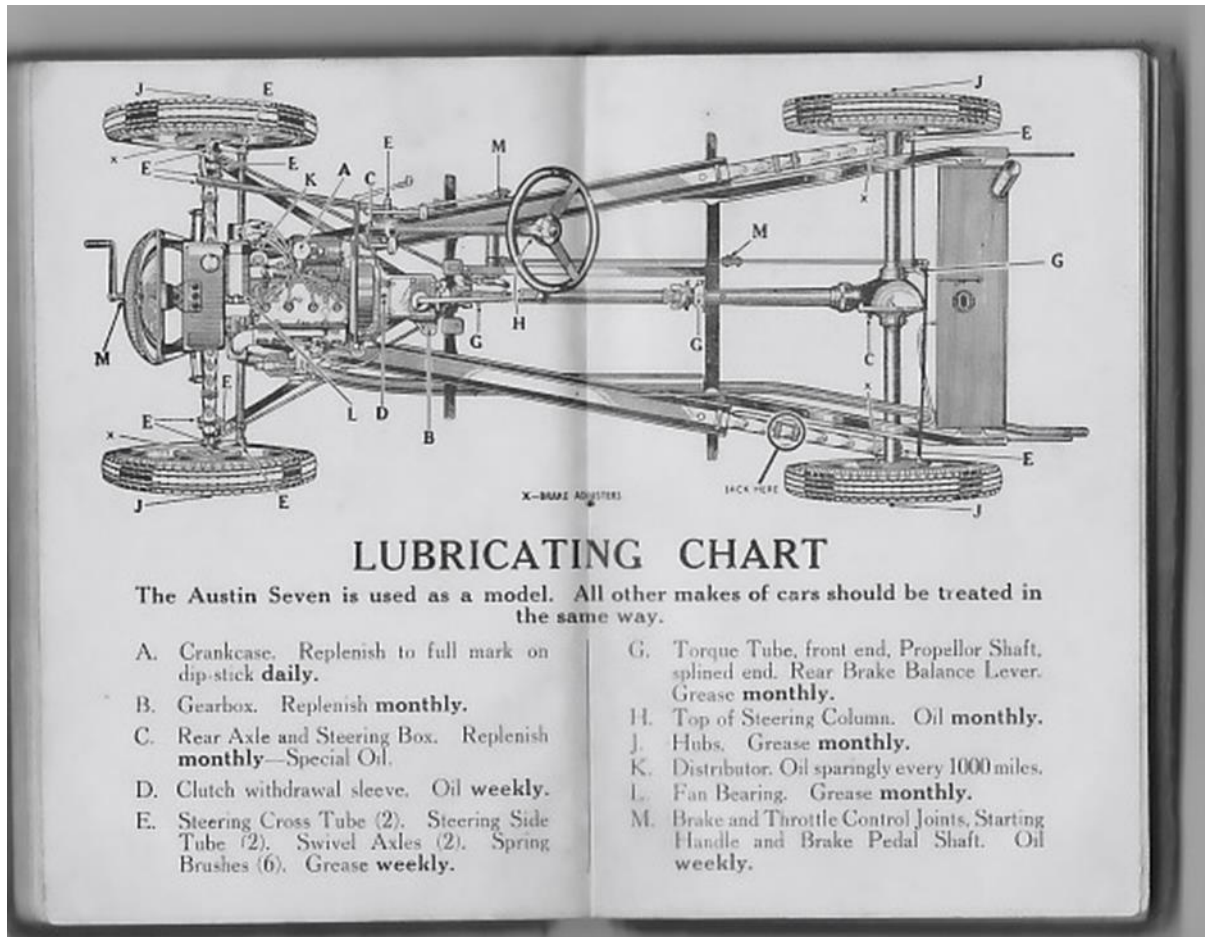
"A complete guide to driving running repairs and overhauling for the experienced motorist as well as the learner driver." by a Driving Instructor

This little volume was passed on to me few months ago. Unfortunately there's no date on it but there is a book production war economy standard logo located on the inside which implies that it's no earlier than 1942. However much of the content seems to derive from probably around the mid 1930s with the latest date referred to in the text being 1938; it makes amazing and entertaining reading today.

About half the book from around about page 68 to 114 is devoted to taking care of the car, ignition system, petrol pump, spark plugs etc with detailed instructions about how to wash it as well. The first half is more interesting. There's the legal aspects of motoring and summary of the Highway Code, your first run and good driving. The rather strange instructions appears on page 11 where we're told that you should buy a car from a reliable dealer and "quite likely the dealer will agree to teach you to drive." On page 18 you are reminded that your right to the road is no greater than anybody else -- still good advice today --and on page 23 we get a familiar instruction: "a sensible rule to observe in all cases is to travel at such a pace that you have the power to stop within the stretch of road you could see to be clear. Of course this means that your rate is constantly changing according to the conditions ahead." You're then instructed to keep a lookout for signs and signals and instructed how to use hand signals (that takes up four whole pages). "There are so many road signs that one day we may actually need an observer to come with us" to tell us about the signs were missing.

Towards the end we're told the essence of good driving is smoothness, still a sensible observation. There's ample warning of the danger of crossroads, because in those days many crossroad had no indicated priority. With no agreed right of way each driver had to look out for himself, not always securely as the early statistics on road deaths testify. There is sound device advice about anticipation especially looking out for children, pedestrians crossing, people running for or leaving buses.

This volume is described as a simple one. Simple in its day perhaps but not now. On page 32 there's the most complicated diagram of the chassis layout, on page 33 a section of the engine, and on page 76 a large lubricating chart. There are several grease points and lubrication points on the chassis and steering and gearbox all labelled, and you are instructed daily weekly and monthly which ones should receive attention. A total of 25 areas for regular concern. (See diagram)



A book like this does teach us how much traffic and cars have moved on. However, I think the main thing about this volume is how much the basic core of care and attention to others is the essence of proper driving.

7, T and Dixi

The volume on 'How to Drive a Car Efficiently' reviewed above carried illustrations from the very popular Austin 7. The Austin seven was first launched in 1922 at a price of £165 with a 700CC engine giving 7.2 horsepower or 5.3 KW. When Sir Herbert Austin proposed building a small popular car the family derided him. The Austin family were fixated on larger saloons, yet the Austin 7 was successfully produced from 1922 to 1939, with a total of 290,000 being sold. A larger engine was installed in 1923 and a four-speed gearbox in 1932; a year later synchromesh was added to 3rd and 4th gear. The car was available in a dazzling number of body shapes from vans to coupes. Its top speed was 48mph and 44mpg was claimed. Today an Austin 7 in good shape can cost anything from £9,000 to £16,000.

To put these numbers into context it is most impressive to see how quickly motor cars had developed. Karl Benz is credited with the first practical motor car in 1896 with a top speed of 10mph. Progress was extremely rapid. On the 2nd of July 1903 the Gordon Bennett cup competition was held in Ireland. International teams competed over 327 miles and the Mercedes won the event in six hours and 39 minutes at an average speed of 49 miles an hour. The competition should have been held in England but there was a ban on racing on public roads, so Ireland played host instead. Ireland at the time was part of the United Kingdom and in honour of the new location the British team painted their cars green. British racing green is with us to this day.

It's not such a long jump from this proof of principle to a popular car everyone could buy. Indeed, it is a measure of how much living standards were improving when five years later in 1908 Henry Ford produced his first Model T. It became one of the first mass produced car manufactured on efficient assembly lines and was in production from 1908 to 1927. It had a 2.9 litre engine 4 cylinders and a maximum speed of 42 miles an hour; over its production life 15 million were sold. This sales record stood the test of time until it was overtaken by the Volkswagen Beetle in 1972. It is a measure of how enormous the U S market was that the Model T was being sold at an annual rate near equal to three times that of the total production output of the later Austin 7.

There was more to the Model T than met the eye. At the time of its production much of the infrastructure which we take for granted today did not exist, properly paved roads, lit streets, petrol stations and road signs, not even proper maps. The Model T was in many ways a power plant on wheels. It could ford a modest stream, could climb rocky farm tracks and on arrival the front wheel could be removed a driving belt attached and the car had become a threshing machine.

While the Austin 7 was certainly facing a smaller market it nevertheless was quite impressive. BMW built their first motorbike in 1923, and in 1928 their ambitions grew higher. They bought out a company called Fahrzeugfabrik Eisenach which had been building Austin 7's under license, branded as Dixi. They were rebadged now as BMW 3/15.

When one considers how much these cars cost initially, they clearly show how economies have developed. The Model T was indeed a cheap car made even cheaper by efficient production methods, but it was affordable. Its launch price was \$850 at a time when other cars sold for \$2,000-\$3,000. While much cheaper than its competitors this was still 2 to 4 times annual average wages. (Twenty cents an hour was a typical rate.) Therefore, it took a worker about 36 months' wages to buy a car.

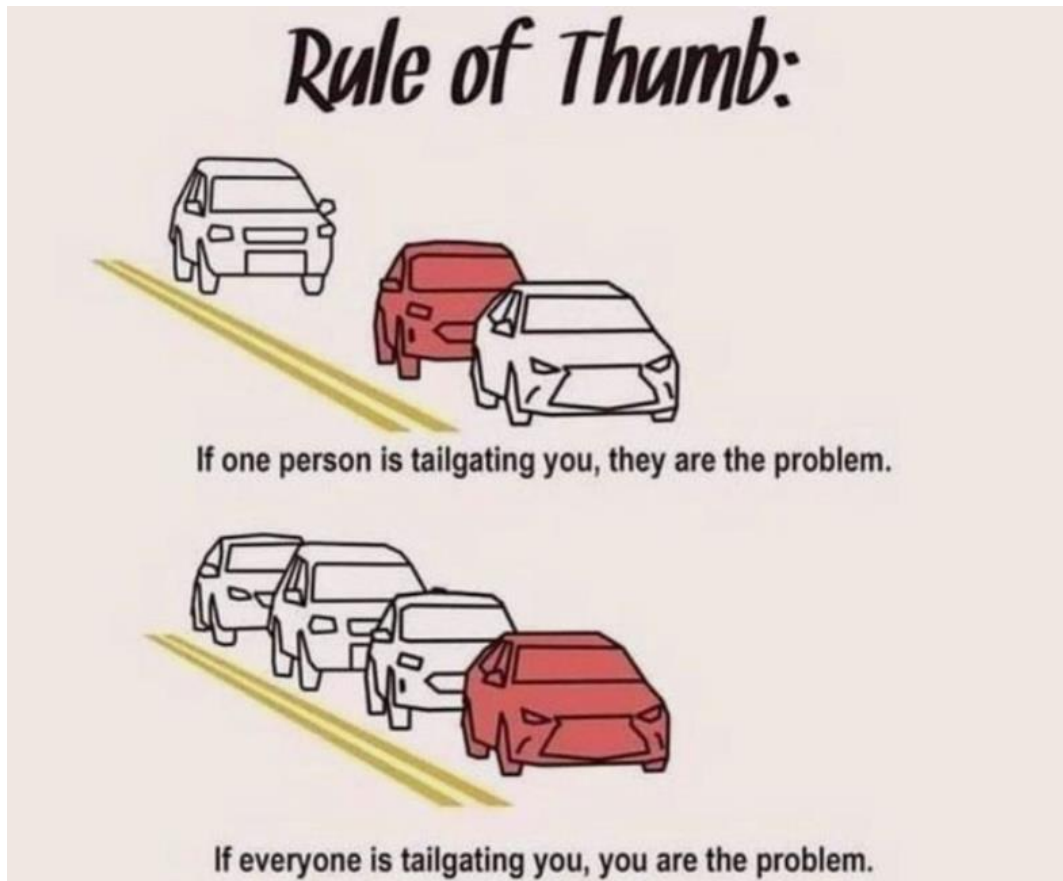
By contrast the Austin 7, 20 years later in England cost £165 and annual wages were about £120 so it took sixteen months to buy a car. In today's terms a car can be bought for about 6 months' work and of course the quality is infinitely better. Indeed, no car was built in the 1920s at any price which could match the quality and performance of the cheapest car now. The range and choice of modern vehicles is extraordinary and the vehicle itself is much more affordable.

The affordable mass-produced car has changed lifestyles and landscapes enormously. Vast infrastructure supports our vehicle fleet of 33 million cars, about one for every two citizens. It could be said that the success of the motor has brought its own nemesis but that is another tale.

There is a line of commercial and social succession from the T to the seven and then from the seven to the early days of German mass production. The Austin is no longer with us, but the other two Ford and BMW still enjoy a commanding presence on our roads today.

Reflector

O.F.



Insurance Claims fraud (Advice from Which?)

'Crash for cash' scams - where fraudsters intentionally cause collisions to profit from insurance payouts - are the most notorious form of claims fraud, with the potential to cause physical harm. Some 14% of fraud victims we heard from believed they'd been targeted in such 'accidents'.

And new variations on the theme are emerging. Admiral told us it recently investigated nearly 20 'wing mirror scams' - all involving the same circumstances: fraudsters throw an object at a passing car to make an impact sound, then pursue the driver claiming they've clipped their wing mirror (which was already damaged) demanding cash at the scene, or initiating a claim.

Signs you've been targeted in a 'cash for crash' scam

Here are the telltale signs that an accident has been staged to get an insurance payout - and what you should do if you're affected:

HAVE YOU BEEN TARGETED BY A 'CRASH FOR CASH' SCAM?

Here are the telltale signs that an accident has been staged to get an insurance payout - and what you should do if you're affected

WHAT TO WATCH OUT FOR

-  The other driver appears to be unfazed after the collision.
-  They appear to exaggerate their injuries.
-  They hand over pre-written insurance information.

WHAT TO DO

-  Don't confront the driver. Exchange details as legally required.
-  Make your insurer aware of the incident as soon as possible.
-  Note as much information as possible about the driver, any passengers and circumstances of the collision. This can include written information, pictures, dashcam footage, CCTV and witness statements.

CONNECTED VEHICLE DATA

The UK's best and worst areas for speed limit compliance have been revealed using new connected vehicle data, obtained exclusively for RoadPeace, the national charity for road crash victims.

The figures analysed by Agilysis have highlighted for the first time, the police force areas where drivers exceed the speed limit more excessively than others and we know that speeding is a major contributory factor in road collisions.

The majority of modern private and commercial vehicles on our road network are now 'connected' – they are constantly connected to the internet, transmitting data in real time. Some of this data is used to calculate both the average and high-end (85th percentile) speeds

across the whole road network, which is matched to known speed limit and traffic volume data, to provide an estimated number of speeding drivers across any part of the road network.

Richard Owen, CEO of Agilysis, said:

"For the first time we are able to gauge levels of compliance to speed limits and quickly identify any problem areas for targeted improvements in safety. As vehicles become more connected, the data they provide gives incredible insight into how the roads are being used at all times. This type of data can't be used for tracking individual vehicles, but is perfectly placed to get a good sense of speeds on our roads. Much in the same way that something like Google Maps might show traffic delays, this allows us to see where speeds are significantly above the limit."

In a new report for the RAC brought together by White Willow Consulting they have been able to identify that data collected from connected vehicles can be used to help identify high risk stretches of road before incidents take place which is one of several 'valuable applications' we can get from data collected by cars and other vehicles, including cycles, as they use the road network.

Trials are already being run where connected vehicles generate data about extreme driving manoeuvres – such as harsh braking – accurately geolocated to particular points on the road network which allows highway engineers the potential to look at those locations where there are early indications of emergency manoeuvres and identify the cause.

Crucially, according to the report, resources could then be targeted on maintaining the road or changing its layout before a serious crash occurs.

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



A Final Nail In The Coffin Of Car Themed Events

An article by the Ben Morris, editor of All About Horsham



It's Good Friday 2016 and I'm a passenger in a Ferrari. One of a hundred Ferraris travelling in convoy towards town, where thousands of people are lining the streets in anticipation.

But this isn't just any Ferrari. It's a 1960 Ferrari 250 GTB. There might be more visually striking cars bearing the prancing horse logo, like the F40 or Daytona, but aficionados would know that the 250 GTB is the star of the show. Some might even know this particular model was bought at auction for a cool £7.4m.

Not that such a price tag guarantees reliability. Within a mile of us leaving South Lodge - a fitting meeting place for the Ferrari Owners' Club - smoke is blowing into the cabin. For a moment, I fear I might lose this rare opportunity to be on the receiving end of admiring glances from the ordinary masses! Glances pitched somewhere between awe and jealousy, by people who had arrived in boring, practical cars with things like seatbelts and electric windows.

We stop in the Carfax, in a special spot right outside Barclays, reserved for the most valuable motor in a convoy of dream cars. I hung around for a bit, in the hope that people might think it was mine, and that I wasn't there simply because I had distributed Piazza Italia programmes at South Lodge and one of the drivers happened to have a seat spare!

What a day! What an event! If we didn't fully appreciate it at the time, we can look back and say Piazza Italia was superb. Not just for the Ferrari parade, but also the Mini rally, supercar Sunday, tenors and sopranos singing opera from the bandstand, Shakespearean street theatre, and of course the Italia in Piazza market. All put together by Horsham District Council through its creative and hard-working Events team.

As we recover from the pandemic, there is naturally a pining for such events to return. Not just Piazza Italia, but similar car-themed days that followed in its wake, such as AmeriCARna (which had US muscle cars, street bikes and Elvis swinging from the bandstand) and Plum Jam, for VW Campers and Beetles. A petition has been started, called 'Ask Horsham Council

to Reinstate Car Events in the Town Centre.' It has already attracted more than 1,000 signatures and outlines why they should return. The creator of the petition writes: 'These events brought the town together and were extremely beneficial to small local businesses in the town centre. With people coming from near and far to see these cars, they also got to experience Horsham's wonderful community spirit. They attracted massive crowds and put Horsham on the map. These events were loved by the town and now they are greatly missed.'

Sentiments I can only echo. I miss them too. However, we are living in a different world now. Largely defined by two crises (climate and cost of living), it's perhaps a world that's not as much fun. And for all the good intentions of this petition, I wonder if such efforts are in vain.

In truth, for several years prior to the last Piazza Italia in 2019, the organisers had found it increasingly difficult to justify against HDC'S own environmental targets. On one hand, the Council was aiming to become carbon neutral, improving recycling rates and supporting groups like Sussex Green Living. On the other, it was inviting owners of Lamborghini, Pagani, Dc Tomaso and Ferrari supercars to rev their V12 engines in the Carfax. A debate had been brewing and by 2019, it felt as though Piazza Italia was swimming against the tide. The final event had the air of a swansong. Covid was not actually the death knell for Piazza Italia and the decision not to stage it in 2020 had been taken long before we'd ever heard about Wuhan labs.

It wasn't only climate issues that were at play, but financial ones. While the event drew huge crowds, attracting major sponsors was difficult. Even without HOC having to promote its green credentials, the cost-of-living crisis would probably have curtailed car-themed events.

I suspect that, within HOC, there are still those who harbour hopes of one day reviving these great events. AmeriCARna was undoubtedly in the ascendancy and the third edition in 2019 was a loud, vibrant antidote to 13-years of Italian flair. A Lynyrd Skynyrd T-shirt to Piazza Italia's Lacoste polo neck. Perhaps if the event was to be organised and funded by individuals- or even businesses - then who knows? just maybe, the Council might at least be willing to offer advice and support. The same might be true for other lost events, such as Horsham Carnival. But the days of HOC providing them in-house seems to have passed for now. If we want to see them again, we'll need to do more than add our name to a petition.

Horsham District Council has responded to a petition calling on car themed-events to be reinstated. Launched on 20 August, the petition (on change.org) outlines the benefits of events like Piazza Italia, AmeriCARna and Plum Jam, which have not been held since the pandemic.

The petition had attracted more than 1,200 signatures as AAH went to press. HOC said: 'We acknowledge that car-themed events organised by the Council have proved to be extremely popular. The Council must take the Climate Emergency into account in all that it does, but we also wish to reassure the public that we are listening to their feedback and using it to inform our event planning going forward.'

The response comes after councillors voted to declare a climate and ecological emergency for the Horsham District. The declaration will further enable the Council to achieve its own carbon neutral target for 2030 and the Horsham District carbon neutral target for 2050. The Climate and Ecological Emergency status will also add support to a number of planning policies within the Local Plan, including ensuring new developments achieve net zero carbon emissions,

delivering more substantial climate change mitigation and adaptation, and providing more green spaces.

The Council has also taken the decision to appoint an ecologist to support the Strategic Planning team with the delivery of biodiversity net gain through planning and infrastructure. HOC has produced a draft Climate Action Strategy to support the whole of the Horsham District becoming carbon neutral by 2050. Residents and businesses can submit their own view at: horsham.gov.uk/climateactionstrategy



AmeriCARna in Horsham (©AAH/Toby Phillips 2017)

DRIVERS OVER 70 YEARS OF AGE

Opinions as to what to do and how far to go vary greatly when it comes to driving at an older age along with capturing those who clearly have reached a point when they should no longer get behind the wheel but recently a coroner has urged elderly motorists to have their fitness to drive tested after a 74-year-old with undiagnosed dementia caused a crash that killed a baby.

The coroner from Cambridge, plans to write to the Department for Transport with his concerns after a five-month-old boy died in his pram when then 73-year-old driver veered into the path of a van, forcing it onto the pavement where it hit the baby and his mother.

The 73 year old was driving her Mazda after a shopping trip to Tesco when she caused the crash. An inquest in Huntingdon was told that the van driver, who was driving within the 50mph limit, had no time to react. The 73 year old driver was prosecuted for causing the death by careless driving, but after a trial at Cambridge Crown Court she was found not guilty

by reason of insanity. The jurors in the case were informed that the pensioner was suffering from dementia, which was undiagnosed at the time.

By law, motorists aged 70 or over are required to renew their driving licence every three years. Which she had done in May 2017 as she approached her 70th birthday. This was completed online, and she stated in her application that she was medically fit to drive. The three-year licence was extended by a year due to the Covid pandemic. This meant that the expiration date was June 2021, after the crash.

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

Suspected seatbelt and mobile phone offences captured as part of week of action by Hampshire and Isle Of Wight Constabulary



Images captured by the Heads-up van of suspected mobile phone and seatbelt offences.

A focused week of action by roads policing officers has led to nearly 500 suspected driving offences being identified, with the help of an AI-equipped camera van.

The Joint Operations Roads Policing Unit of Hampshire and Isle of Wight Constabulary and Thames Valley Police were targeting commercial vehicles last week as part of a National Police Chiefs Council campaign running 17-21 July.

We were also provided data by AECOM, who deployed their Sensor Test Vehicle with Acusensus' 'Heads-up' solution on the A34 and A303.

This AI-equipped camera van can detect drivers using their phones, and was deployed in Hampshire for the very first time as part of this national week of action.

CENTRAL SOUTHERN ADVANCED MOTORISTS



The Heads-up van on the A303 near Picket Twenty.

The van is equipped with two cameras which capture suspected offences. One of them is set at a shallow angle to identify mobile phone use to the ear, and to see whether the seatbelt is going across the body or hanging down behind the driver.

The second camera has a steep view, providing visibility of mobile phone use low down, to detect behaviour such as texting near the steering wheel or door. This second camera also gives further evidence of seatbelt use by being able to check the presence of the lap portion of the belt, and confirm that the seatbelt is clipped into the buckle.

All images of possible offences are automatically captured then sent to be checked by two separate AECOM teams in the UK, before being provided to the police for their review. This process ensures that only clear offences, which are reviewed by at least two humans, are considered for prosecution.

Last week the 'Heads-up' van identified 86 drivers suspected of using a phone and 273 motorists or passengers suspected of not wearing a seatbelt.



Simon Gomer, manager of the Safer Roads Unit said: "These are very exciting times and this has been a great opportunity for both forces to utilise the latest in AI technology.

"But the results we've had from just one week sadly show how prolific these offences are. We will continue to spread the message that distracted driving kills, these offences will be punished and social habits need to change."

Dr Jamie Uff, Technical Director - Strategic Consultancy, Transportation at AECOM, said: "Despite the often-reported dangers of distracted driving and failing to wear seat belts, the numbers of people killed or seriously injured as a result of these behaviours remain high.

"The technology AECOM is deploying makes detection straightforward and is providing valuable insight to the police and policy makers on the current level of road user behaviour. We are really keen for the use of this technology to be expanded to raise awareness and improve road safety for everyone."

Geoff Collins, UK General Manager for Acusensus, said: "The 'Heads Up' system is a perfect example for how AI technology can be used to improve road safety.

"Distracted drivers are a significant hazard for everyone, whilst those not wearing a seatbelt are far more likely to be killed in a collision - the Acusensus technology can help to change behaviours, reducing the casualty toll on our roads"

As part of the week of action, 132 mechanical offences were identified by the Commercial Vehicle Unit. This included 39 insecure loads, 30 defective tyres, 18 non-compliant mirrors and 23 overweight vehicles.

Five arrests were made by the CVU team for offences such as drug driving and disqualified driving.

Police Sergeant Paul Diamond, of the Commercial Vehicle Unit, said: "It is always disappointing to see the level of danger some people bring to themselves and other motorists but with dedicated operations like this we can combat the threat and remove the worst offenders.

"This activity was part of a national drive but our Roads Policing Unit conducts this work daily throughout the year and will continue to do so."

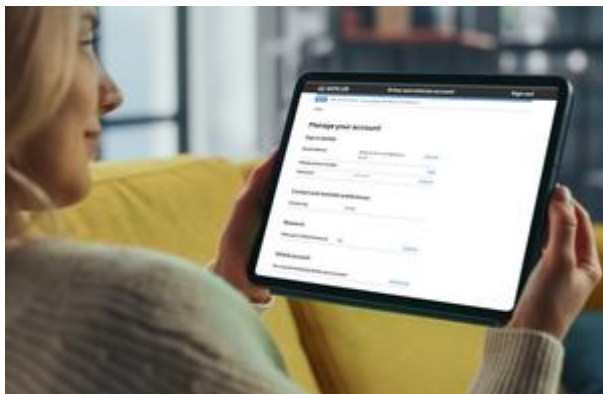


A man returns home from a hard days work and is met by his wife. She tells him that she has some good news and bad news about their brand new car. The man says, 'Okay, give me the good news first.' His wife replies, 'The good news is, all the air bags worked...'

A police officer saw a car speeding down the highway. He started chasing after the speeder. When he got close he's saw it was a blonde woman who was actually knitting while driving. The cop yelled, "Pull over!" The blonde shouted back, "No! It's a sweater!"

DVLA launches new online account for motorists

DVLA are asking motorists to test a new service that allows them to view their driving licence and vehicle details in one place.



From today (2 August 2023), motorists can opt for digital vehicle tax reminders rather than having to wait for a paper reminder to drop through their letter box. The change comes as part of DVLA's new [Driver and vehicles account](#) service, which launches on GOV.UK today.

The new service, which allows motorists to easily access their driver and vehicle information in one place, has been launched as a public beta and DVLA are asking motorists to provide feedback to help develop the service.

The Driver and vehicles account is easy-to-use, secure, and it only takes around 5 minutes to sign up. Once an account has been set up, motorists can simply sign in using their email and password, and will be able to:

- view their driving licence information, including endorsements and penalty points
- view vehicles that are registered to them including tax and MOT status
- change their contact preferences
- set up vehicle tax reminders by email and for the first time by SMS text
- choose to stop getting vehicle tax reminders by post

Julie Lennard, DVLA Chief Executive, said:

We are asking motorists to help us test the service. It's free, and simple to sign up for an account. This new service is being developed and we will be adding more features but we want to give customers access as early as possible so they can try it out and let us have their feedback.

Motorists with a UK passport can set up an account today and give their feedback on the new service at www.gov.uk/driver-vehicles-account

DVLA is a digital first organisation responsible for maintaining over 50 million driver records and 40 million vehicle records.

To sign up for a Driver and vehicles account, motorists should:

- go to www.gov.uk/driver-vehicles-account

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- provide an email address and validate their details with a one-time passcode
- provide their personal details including name, date of birth, and address
- verify their identity using a UK passport (which can include those expired within the last 12 months)
- provide a GB Driving Licence or a National insurance number (DVLA may also carry out additional identity checks)
- create a password

The 'Driver and vehicles account' is available to GB driving licence holders only. It does not extend to Northern Ireland. Driver & Vehicle Agency (DVA) Northern Ireland is responsible for licensing drivers in Northern Ireland and hold those records, not DVLA.

NI customers can view their vehicle information online by going to www.gov.uk/get-vehicle-information-from-dvla

Motorists who have chosen to tax their vehicle by Direct Debit do not need to sign up to receive a digital V11 reminder because their Direct Debit will renew automatically (providing their vehicle has a valid MOT).

Additional services planned for the account include:

- Applying for a first provisional driving licence
- Ten-year licence renewal where customers will be able to upload a photo and track its progress

Letters to the Editor

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



My mum always used to say "40 is the new 30". Lovely woman... banned from driving.

Two cheese trucks ran into each other. De brie was everywhere.

I have a bumper sticker that says "Honk if you think I'm sexy." Then I sit at green lights until I feel good about myself.

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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 30th November 2023

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