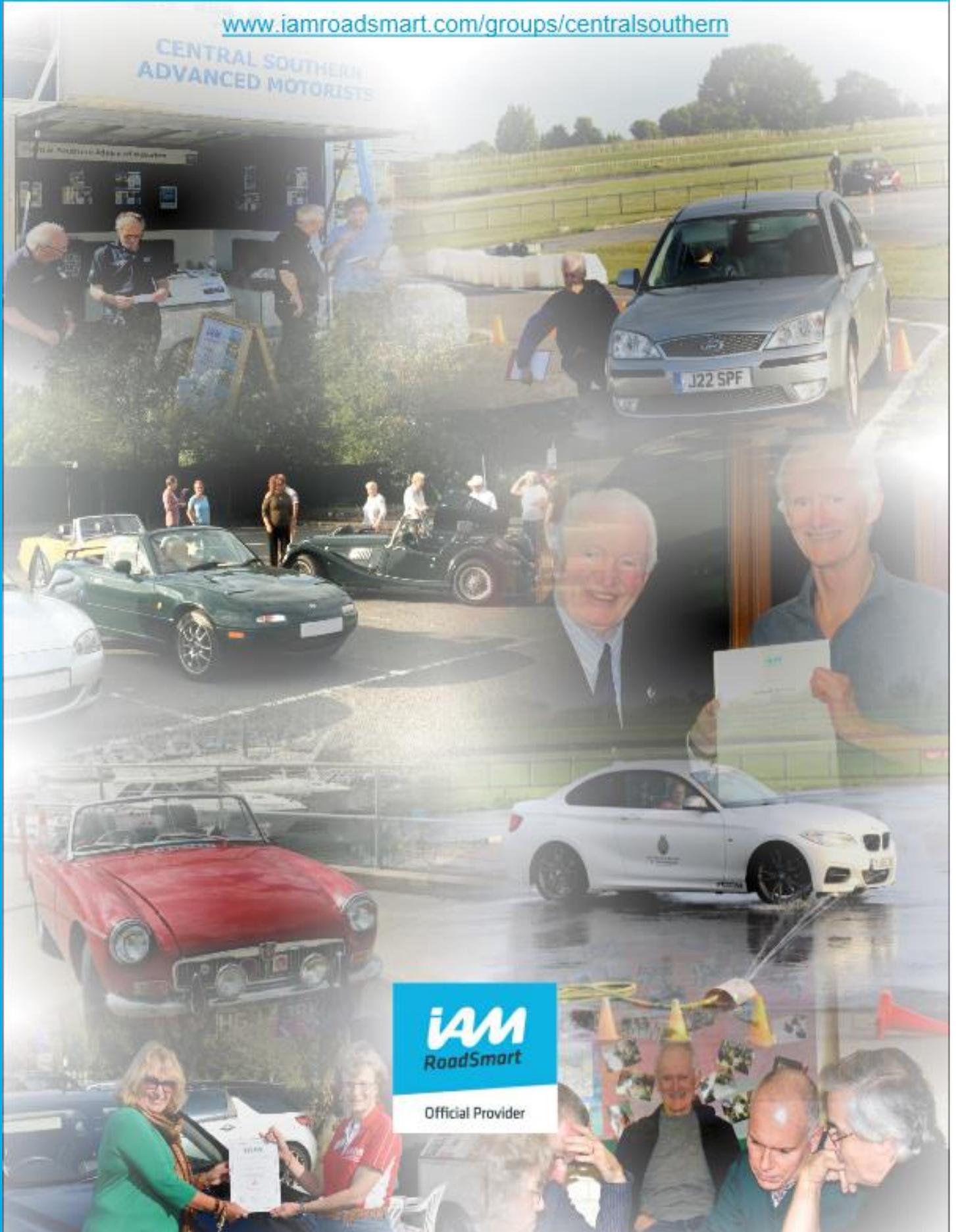


Winter Newsletter

CENTRAL SOUTHERN ADVANCED MOTORISTS

www.iamroadsmart.com/groups/centralsouthern



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CENTRAL SOUTHERN ADVANCED MOTORISTS

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Dennis Clement

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Chairman, Tony Higgs steps down.

Tony Higgs has tendered his resignation with immediate effect as Chairman of CSAM due to personal circumstances which were unknown at the time his re-election at this year's AGM. Tom Stringer our Vice-Chairman has stepped up to cover the Chairman's role with additional support from the rest of the committee. Tony is remaining a Member so you will still see him around from time to time.

We all wish Tony well.

From the Editor



You may have thought that you had got rid of me when I stepped down from Membership last year and Matt took over but no, when Tina wanted to step down I saw her previous roles as way being involved without the pressured day to day member's expectations which Matt now shoulders.

At the recent AGM, perhaps not so recent by the time that you read this, both Tina and Glenda stood down from their previous roles as Newsletter & Website Editor in the case of Tina and Associate Liaison for Glenda. The Associate Liaison post has been taken up by John France and you will find two pieces by John later in this Newsletter.



Tina (left) and Glenda (right) were jointly awarded The Presidents Trophy by Mike Quinton, the CEO of IAM RoadSmart, in recognition the sterling work which they have

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both done for CSAM over the years. Both ladies also received a planted arrangement of flowers.



Glenda Biggs



Tina Thurlow



Dave Stribbling also stood down this year and his post of Secretary has been taken over by Sheila Girling. Dave was awarded The Observer Trophy on the evening and he is pictured receiving this from Mike Quinton.

You will find that the layout of the Newsletter will be evolving, this is because I am using different software for it's production to that previously used by Tina but almost all of the usual content should be here.

I plan to no longer produce a single page version of events because most readers will use Adobe Reader to view the newsletter and this, along with most of it's competitors, allows the printing of an individual page anyway, if this should prove a problem for any members please contact me.

I also would like to ask for any contributions of articles or fillers for use in future issues of this newsletter, from contributors both old and new to be sent to my newsletter email address, newsletter.csam@gmail.com.

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The A50 at Blythe Bridge was closed today when a Waterstone's lorry carrying the latest copy of Roget's Thesaurus overturned.

Onlookers were said to be astounded, amazed, bewildered, surprised, staggered, shocked, startled.....

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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 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).

From The CSAM Diary

Sunday 17 November, 9.30 am – noon, NCP, Chichester

Free Observed Runs for Associates and members of the public with one of our highly qualified Observers. Full Members are also encouraged to book a refresher drive. See website for other dates, then please contact our Chief Observer Phil Coleman.

Sunday 8 December, 9.30 am – noon, NCP, Chichester

Free Observed Runs - see above or website for details.

Thursday 16 January, 7.30 pm, BC, Billingshurst

CSAM Committee Meeting - all Members are welcome.

Sunday 8 March, 9.30 am – noon, NCP, Chichester

Free Observed Runs - see above or website for details.

Thursday 19 March, 7.30 pm, BC, Billingshurst

CSAM Committee Meeting - all Members are welcome.

Sunday 5 April, 9.30 am – noon, NCP, Chichester

Free Observed Runs - see above or website for details.

Sunday 3 May, 9.30 am – noon, NCP, Chichester

Free Observed Runs - see above or website for details

Thursday 21 May, 7.30 pm, BC, Billingshurst

CSAM Committee Meeting - all Members are welcome.

Tuesday 9 June, 6.30 pm start, The Drill Yard, Bognor Regis Fire Station, West Meads Drive, PO21 5TB

Manoeuvring Event. How well do you know your car - and your own abilities? Come along and try out your skills at this only very gently competitive event - the worst you can do is to knock over a few cones! CSAM is very grateful to the Bognor Regis Fire Service for allowing us to meet once again at the Fire Station

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

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

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From the Chairman

(The following was submitted to The Editor in time for this edition's deadline and before Tony reluctantly made the decision to step down from the Chairman's role.)



I would like to welcome, Sheila Girling (Secretary), John France (Associate Liaison) and Andy Wilson (Website and Newsletter Editor) onto the CSAM Committee. The AGM agreed that the latter two posts should be added to the Committee.

I was disappointed at the turnout for the AGM. Those of you who were not able to attend missed an interesting talk by Mike Quinton, the CEO of IAM RoadSmart. He was candid in his comments and clearly has a plan for taking IAM RoadSmart forward. He is building a team of able professionals around him. I will mention two things he said which stood out for me.

The first is the items that appear in the IAM RoadSmart Manifesto. These are the things that IAM RoadSmart will be pushing for from Government and through the organisations upon which they have a seat.

- **Young/new drivers:** Graduated Driver Licence and extra interventions in first 12 months.
- **Older drivers:** Raise licence renewal to 75 with eye test and build case for mandatory assessments at 85.
- **Driver retesting:** Advocate research into the Continuing Personal Development approach.
- **Driver rehabilitation:** Drink drive courses to be opt-out rather than opt-in.
- **Driving for work:** A critical Health & Safety issue which needs to be taken more seriously.
- **Driverless cars:** Must be a research & legislative priority area.
- **Motorcycling:** Promote two-wheel travel and wider funding of advanced training.

The second is the work going on to try to demonstrate that Advanced Drivers are safer drivers. Black boxes have been fitted to some Senior IAM RoadSmart members' cars as well as the general public's and a comparison made. The results will be made known soon. One thing mentioned was that IAM RoadSmart members do make quite a few insurance claims. However, which category of member this is, was not stated. Whether it is those members who have been members for a long time and are not now driving at an Advanced level was not made clear. This thought though highlights the need for all members to have their driving checked from time to time. Are you still driving to an Advanced standard? A check drive is something that we would encourage all members to consider as well as joining the Fellowship. The work with the black boxes may help to bring down insurance premiums but clearly despite being an insurance professional in the past our CEO has no illusions that shopping around is still the best way to get the lowest premium. Thank you, Mike for an interesting talk.

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Now something a little different. It is not every day I have an opportunity to have a ride in a Ferrari but that is what I got for winning second prize in a raffle. What sort of Ferrari I hear you ask? It was a 328 GTS. One of the last cars with which Enzo Ferrari was involved and there is a note to this effect on the car. We could not go on the Goodwood track because it was Revival week so the owner agreed a route from my house in Aldwick out to the A27, up the A3M to Grayshot, Hindhead where Radley Motors are based. It is here that the car I was in is serviced. There were Ferraris everywhere. I have included two photos we took. I am no expert but was amazed how much engine is packed into some of these cars. One of the things I learnt was that some owners treat their Ferraris as investments even up to the tune of £2million. Most of the year the cars are kept in storage!

So, what was the experience like? The getting in and out was not that easy! The ride was surprisingly comfortable. The owner of my car only drives it with the top down. Our progress was always legal but the acceleration was something else. Sadly, I could not drive the car but it was certainly an experience I will always remember.





Tony Higgs

Chief Observer's Corner



Let me start by saying thank you for re-electing me to the post of Chief Observer at the AGM, this will be my third year in the role and I am looking forward to continuing to serve CSAM.

Our full year test results for the 2018-19 year ending 31st August 2019 are now complete. During the year we have had 50 tests, from the records that I hold this is highest number of tests since the formation of CSAM. The results include 45 Associate tests, 1 existing motorbike member taking his car test, 3 Fellowship Members retests and 1 Member retest. There were 25 F1rst and 24 Passes, by any standard this is a fabulous result. As a group we should be very proud of the Observer team, please join me to congratulate them and everyone who has taken and passed their Advanced Driver test.

The new reporting year 2019-20 is now in month three and so far we have had three passes and one F1rst.

We have 36 Observers and our Associate Liaison tries hard to keep all the Observers busy by making sure that they all have at least one Associate.

- There are currently 16 National Observers and a possible one additional that we are looking to recruit.

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- There are 16 Local Observers of which three are currently working toward their National Observer qualification.
- There are 4 Trainee Observers.
- We have been encouraging more members to become Observers and are currently talking to two, recently passed members, regarding Observer training.
- If you have thought about becoming an Observer we would love to hear from you.

On the 19th October we ran our autumn Observer Training day. There were 27 of us including Stuart Haythorn the Area Services Delivery Manager, Colin Thaxter one of our local examiners and two guests from the Worthing group. All of our Observers are required to keep up to date with the latest IAM requirements and one of the ways that we do this is by running Observer Training days. Our fantastic pass results are dependent on maintaining our observing skills so I cannot emphasize how important these training days are. During the day we made good use of Stuart Haythorn with an hour long question and answer session. We also ran three tailored driving sessions for the Trainee Observers who attended.

There are 51 people currently assigned to Observers who are receiving coaching to bring them up to Advanced Driver standard and test. We do have a waiting list of six people in the east of our area, hopefully these Associates won't have to wait too long as several of Associates who are assigned to Observers are coming up to test ready which means that our Observers will be able to take new Associates.

Our Northgate Sunday sessions for; free Taster Drives, existing members check drives and Associate drives, are in full swing, please check the web site for dates. If you would like to take advantage of a free run out to check your standards are still up to scratch or know anyone who might like a free Taster Drive please let me know and I will book them a place, our Observer team is always keen to see old and new faces.

If you have a free Taster Drive and then decide to take the Advanced Driver course you will receive a 10% discount off the course fees. If you are under 30 at the time that you pass your test you will receive a £50 refund.

Phil Coleman

Chief Observer

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Membership Mumbblings!



Let's start with the membership figures. Central Southern Advanced Motorist we have 308 Full Members, 59 Associate Members and 1 'Friends' Member giving a total membership of 368. This is just slightly down from the last newsletter but of course all the time people are joining, leaving or allowing their membership to lapse. I welcome all our associates who have become new full members and existing IAM Members Stephen Monk and David Mesquita-Morris who have joined CSAM. Members, or drivers wishing to become members, or anyone requiring more information can reach me by my new e-mail address at membership.csam@gmail.com or by 'phone' on 02392595817. If you are transferred to voicemail, please leave a message and I will pick them up out of my working hours. With the limited phone signal at work I am usually faster at replying to emails.

A lot has happened since the last membership mumbblings. I have been successful in a promotion in my line of work and will be starting that role in the New Year moving from Hampshire to Western Sussex. As if that wasn't a big enough change, at the beginning of November I also became a father and have been enjoying the last two weeks on Paternity Leave "learning on the job". Note to self that learning how to put the car seat in the car just before going to the hospital was not the best approach. Learning that the boot is big enough for the pram but good luck putting anything else in (glad I was good at Tetris) and that the boot is no longer the first compartment emptied once home have also been worthy discoveries.

I have had so many experiences these last week and it is a real life changer but this article isn't about to dive into discussions about the competition my son is having about the number of clothes changes we each have during the day and the feeling one has dropping items out of the sterilizer when tired and having to start the process again... then there's the matter of sleep.... No I am determined to still keep this article road related.

Walking down the road with a pram is a whole new ball game and I have suddenly become much more aware of inappropriate parking, the location of dropped curbs and the different reactions to people around you (Almost a system approach needed). Walking down the street seems to be autonomous process that we so desperately try to keep out of our driving yet we are all still faced with hazards which have now become so apparent to me and I would certainly think twice where I park on the road in future.

So while I have been practicing my advanced pram pushing I have also been preparing for my Masters retake happening next month. This has shown me the importance of continuing to maintain the advanced driving and that just driving to work and back can add more bad habits in. I strongly advise everyone to consider the Fellowship but if you want to push your skills further then the Masters is a real challenge, but I promise is equally as rewarding.

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There have been some interesting discussions about the use of hands free equipment while driving and mixed feelings from members of the IAM social media pages these last few weeks. I am sure all of you will have your own opinions on this subject and I am curious where this will go. In a world that has become so connected to technology has hands free really become part of the normal drive for many rather than just for necessary use?

I hope you are all keeping well and I look forward to my second year as membership secretary.

Safe Driving

Matt

Associates' News



The more eagle-eyed members among you may have noticed a subtle change in the Associate Liaison section of this issue. The good news is that Glenda has not undergone cosmetic surgery; she has handed over her meticulous records and is currently enjoying a well-deserved retirement. Thank you Glenda for making the handover as painless and hopefully seamless as possible.

Temporarily moving away from the accepted format of reporting the number of new Associates and passes, F1rst or otherwise etc. that Phil will cover elsewhere, I would like to take this opportunity to explain my views of Associate Liaison.

Associate Liaison is the first contact new members have with CSAM and I believe that initial contact sets the scene for the many things that follow.

We all know and love IPSGA, but in those initials I see an opportunity for poaching on the horizon.

As well as its well-known use, IPSGA could also stand for

- I. Interacting with new members to ascertain their expectations.
- P. Placing the Associate with an Observer best suited geographically and personally.
- S. Send out communications speedily using email wherever possible.
- G. Generate future interest in continued membership of our group.
- A. Assisting Observers to achieve the best results possible.

I hope that I will be able to use our forthcoming social events as an opportunity meet as many Observers as possible, gradually adding faces to names.

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In the meantime, if you have any issues with your Associates please feel free to contact me.

John France

Associate Liaison

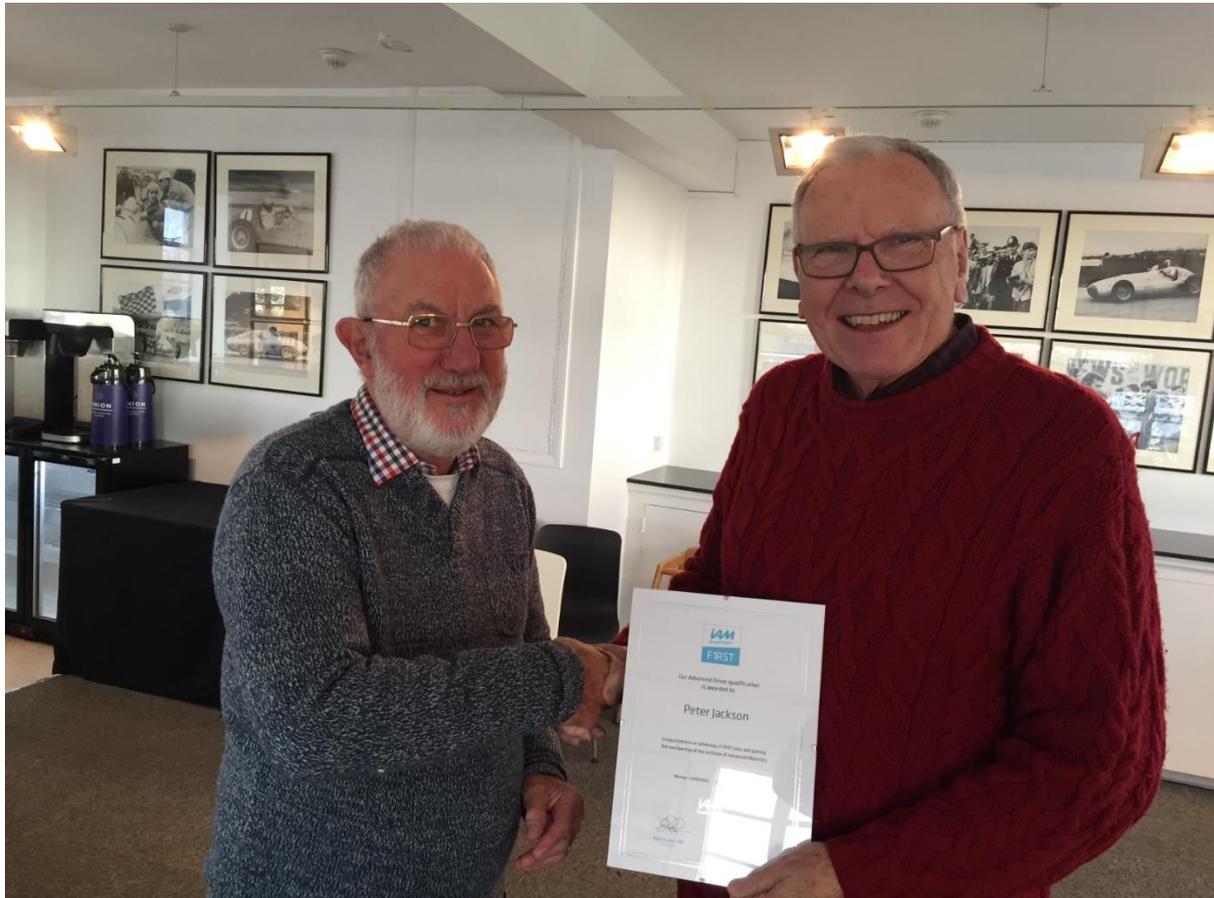


Photo taken at Goodwood Motor Circuit of Peter Jackson and his Observer Maurice Upton. Peter had his F1RST certificate presented at the recent committee meeting.

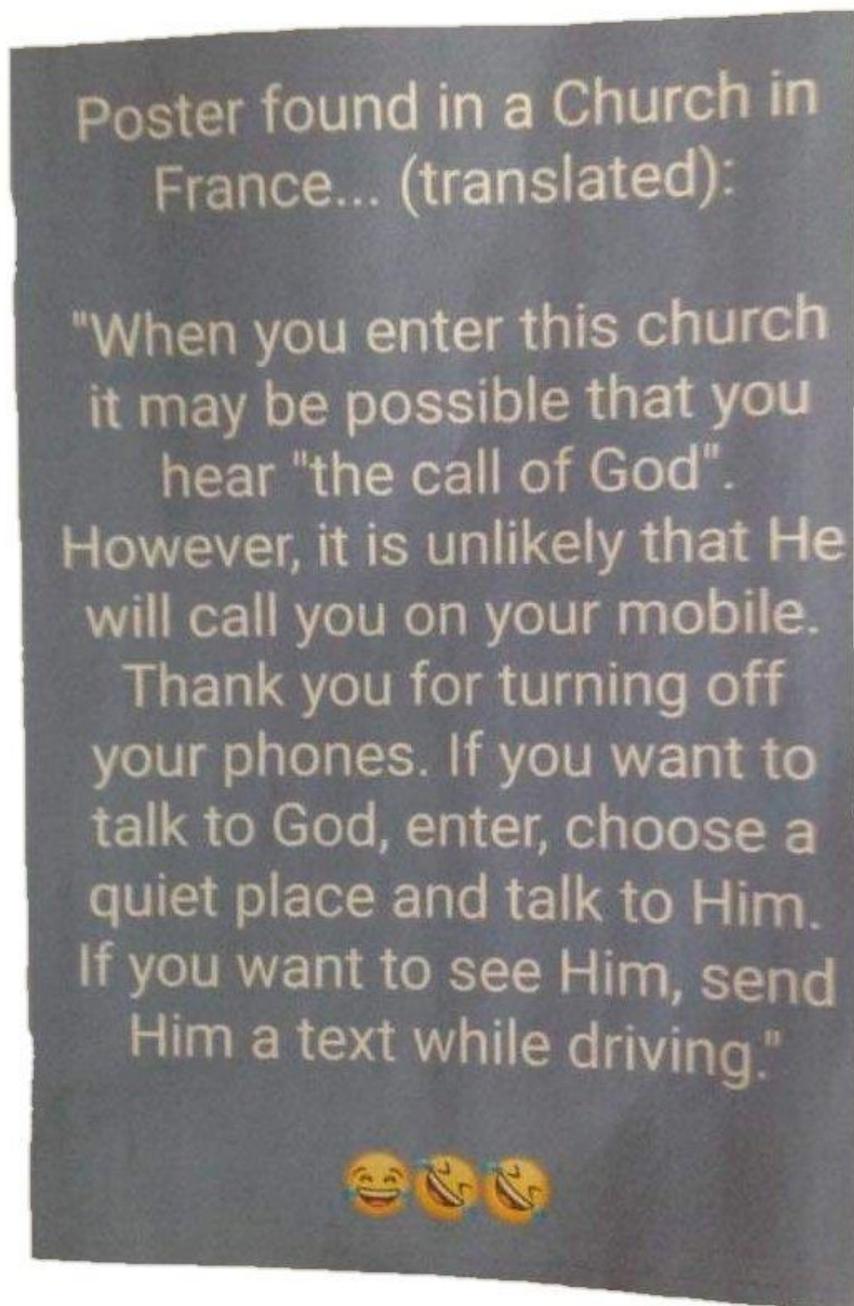
Celebration Evening

Central Southern Advanced Motorists invited the 49 members who passed their tests in the 2018-2019 year to a celebration evening. It was held at the Billingshurst Community Centre, which is roughly in the centre of the Group's geographical area. This was a record number of passes for the Group in a year and was all the more remarkable by the fact the 25 of those passes were at first level. It is a commendation to the Observers who helped the new members to this standard and also to the dedication of the members themselves.

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The evening was informal. Members of the CSAM Committee were introduced to the new members as were guests Amanda Smith, IAM Head of Field Service Delivery and Stuart Haythorn, Area Service Delivery Manager and his wife. Wives and partners were invited as well. Not all the new Full Members were able to be present but those who came enjoyed the food and drink, meeting the CSAM Committee and other new members.

Tony Higgs



Found by our President, Dennis Clement.

IAM Thruxton Skills Day 2 September 2019

John France

I had mistakenly thought my days of being woken at 5.30 am to be on the road by 6.30 am were long behind me, but there I was wide awake on a Monday morning ready to start my journey to the IAM Thruxton Skills day.

Choosing to avoid the notorious M27 and its throng of happy commuters, I planned my route across country from home through the magnificent Hampshire countryside on the scenic A272. Not without its share of slow moving tractors and HGV's, the A272 is one of the nicest roads in the south and at that time in the morning on a dry sunny day, a pleasure to drive. Sadly that pleasure soon ended at the start of the A34 where I joined the relentless dual carriageway convoy of HGV's heading north.

Arriving at Thruxton ahead of time, I joined the group of fellow attendees to check in with IAM Area Services Manager Stuart Haythorn to confirm my IAM membership and worryingly, my I.C.E contact details. Declining the bacon rolls at the excellent Hospitality Centre Restaurant, to avoid any possibility of an embarrassing moment later, I opted for coffee and sat checking emails (why do we do that?)

Soon the Restaurant filled with the other participants for the morning session and we were all ushered into the Meeting Room for the Track Safety briefing and to be allocated to our IAM Instructors. The Track Safety presentation was excellent, detailing exactly what the various cones and flags meant and what to do in case of an emergency. All very reassuring and professional.

The Thruxton circuit is built around an active Airfield and we were warned that there was the real possibility that light aircraft could be taking off or landing some time during the morning session!

We were divided into pairs and allocated to an Instructor. Fortunately in my case it was Tim Lincoln, Chief Observer of the Worthing Advanced Motorists Group.

After examining our vehicles, Tim spun a coin to decide the order of runs and off we went to the Trackside Car Park where Tim gave us further instructions and more importantly asked what we as drivers wanted from the session.

I explained to Tim that I saw the day as an opportunity for me to understand my limitations rather than the limitations of my vehicle. Tim understood what I meant immediately and adjusted his advice accordingly. He explained in detail the nature of the course and once we were ready, we set off.

The full Thruxton Race Circuit is approx. 3.7km or 2.3m long and consists of 11 turns. The lap record is 1.01.96 set by Earl Goddard in 2000. Thank you Wikipedia.

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Needless to say, I had no intention of emulating Earl Goddard and set off, I felt, at a not unreasonable pace.

To help drivers, the course had been set-up using cones to determine the exact line and braking point for each turn. Green for line and position. Red for braking point. The official track had been adjusted to introduce a coned chicane and as far as I remember my first lap took around 3.5mins to complete, returning to the Car Park and Tim's de-brief.

Once the laughter had died down, Tim explained exactly where I had gone adrift and what to do to improve my next drive. In his words, "O.K. A good first effort but you drove like you would on a normal road." It seems this is a common fault with those of us not born to become Racing Drivers. We mere mortals have an inbuilt fear threshold, which thankfully limits us. At no point did Tim encourage me to "just go as fast as possible". Tim patiently explained the correct line to position and balance the vehicle gaining the most advantage from the track.

He then set off with the other group member leaving me to have a coffee and think about improving my next drive.

Returning to the Car Park after a short break I set off on lap 2 determined to take on board his comments and improve my performance. My vehicle is a standard 2ltr diesel automatic with the usual sport and manual settings. We decided to give sports settings a go.

So this time, taking Tim's advice on board I completed the lap in a better time and this bit is important, I was not actually travelling any faster. The improvement came from taking the correct line. Slowly the penny dropped and from then on each lap improved until finally I could say, at least to myself, not bad, not bad at all.

Sadly, the morning session at Thruxton had come to an end. We thanked our Instructor for a really enlightening and entertaining day and headed back to the restaurant to compare notes and enjoy an excellent lunch.

In summary what did I learn? Well, I think the most important lesson for me from the Skills Day was that no matter if you are driving down the straight at Thruxton or parking in a supermarket car park, IPSGA and all its elements applies. There is more pleasure to be had from driving well than driving fast.



Traffic news just in " A lorry loaded with onions has just shed its load on the A50 outside stoke police have asked any motorists involved to use the hard shoulder to cry on."

A cement mixer and a prison bus crashed on the highway... Police advise citizens to be on the lookout for a group of hardened criminals!

USEFUL RESOURCES AS HYPERLINKS

(Just click or tap on the darker blue text)

[CSAM website Homepage](#)

[CSAM Newsletter page](#)

[IAM website homepage](#)

IAM RoadSmart's [Advice and insights](#) pages

Driver & Vehicle Standards Agency, sign up for [Highway Code email alerts](#)
[Operation Crackdown](#), operated by **Sussex Police**, where drivers can report illegal/unsafe driving. Some pdf readers will try to block access to this site, but if you type 'www.operationcrackdown.org' into your search engine this should bring up the website

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(There are some other interesting links here, too)

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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](#)

PLEASE NOTE

The deadline for contributions to the next Newsletter is 31st of January 2020