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EDITORIAL

First of all, I would like to wish everybody a very happy and prosperous New Year.

Secondly, I have been asked by John Boreham, our Treasurer, to remind those of you who have not yet paid your SE Group annual subscription of £10.00 (which was due in January) and wish to renew their membership to the Group, should do so as soon as possible to ensure continuity of membership. His address is Copse House, Copse Bank, Seal, Kent, TN15 0DE.

Please note that in order to stay as a member of the SE Group you have to be a member of IAM Roadsmart.

Stay safe and enjoy your driving.

BUILT-IN CAR BREATHALYSERS AND SPEED LIMITERS WILL SAVE COUNTLESS LIVES SAYS IAM ROADSMART

The decision to adopt EU road safety rules after Brexit and make it mandatory for new cars to be fitted with breathalysers and voluntary speed limiters by 2022 in the UK has been given the thumbs-up by IAM RoadSmart.



A proposal for this idea and a host of other safety features for cars and lorries was made in March and was rubber-stamped by the EU last week.

IAM RoadSmart, the UK's biggest independent road safety charity, supported the idea when it was originally proposed eight months ago, saying it would save countless lives.

On hearing the EU and Department for Transport's decision, Neil Greig, IAM RoadSmart director of policy and research, said: "We welcomed these proposals earlier this year so it is great to see they will actually happen.

"Speed limiters will still be voluntary so you don't have to use them, but they could save your licence if you do.

"Although all new cars from 2022 cars will be enabled to have an alcolock it will be up to the UK government to decide how they are used. We see them as a useful tool for repeat drink-drive offenders to get them back to safe driving after a ban. It is very unlikely that the vast majority of the law-abiding public will ever have to blow in a tube to start their car."

Other EU proposals to improve road safety to be implemented by 2022 include AEB (autonomous emergency braking) which can detect and react to pedestrians and cyclists in front of the vehicle, lane keeping assistance systems and new technology to detect distraction and drowsiness. New lorries will also be expected to have better levels of direct vision to give drivers a better chance of seeing vulnerable road users such as pedestrians and cyclists.

COPY DATE FOR APRIL SEGMENT IS
6th MARCH 2020

WHAT TO DO IF YOU'RE INVOLVED IN A COLLISION: TIPS FROM IAM ROADSMART

If you've been involved in a collision, you'll know how scary it can be. But do you, and your family and friends, know what to do? Hopefully you will never need this advice but just in case, Richard Gladman, IAM RoadSmart's head of driving and riding standards has written some helpful tips on the steps to follow:

Stop your vehicle as soon as it is safe to do so. Your hazard lights may have already come on but if not, switch them on to alert other motorists. And remember, failing to stop is an offence.

Speak to the other driver(s) involved. You need to supply your name and address, the details of the owner of the car and the insurance details if you have them. Make sure you record these details from the other driver(s) as you will need them if you make an insurance claim.

Take photos of any damage on your car and theirs. Try to get at least one photo which includes the registration number.

If you're involved in a collision on the motorway and you're uninjured, and able to get the vehicle to the hard shoulder, make sure you move to a safe place like behind the Armco barrier. If you are in a live lane and unable to move, put your hazard lights on and call for help. Knowing which carriageway you are on (either A or B) will help the emergency services locate you.

If you're in a residential area, ensure your hazard lights are on and move to a safe place to inspect your vehicle. If you or any other party is injured call an ambulance.

Try to remain calm. You may be in shock and it's normal to feel shaken after a collision, but it's important you do not drive away until you feel safe to do so.

Do not admit liability. Stick to the facts and report these accurately to your insurance company.

If there are witnesses make sure you speak with them and get their details, they may be able to give a statement to the police or to your insurance company.

If you have dash cam, this footage could be useful to police and your insurance company to help apportion blame.

When should you call the police?

If anyone involved is injured, the road is blocked, or the location is such that a danger is being caused then call the police.

If the collision involves a large animal or a dog and the owner is not present.

If you think the other driver is under the influence of drink or drugs or is guilty of a traffic offence.

If the driver doesn't stop or refuses to exchange details or leaves the scene.

If you have any suspicions speak to the police, they may not attend but will record the call and give advice.

If you've been involved in an incident, and have lost some confidence on the road you may benefit from an Advanced Driver Course. Or if you want some support with particular aspects of driving, our Driver Assessment may be for you.

Continued

Richard said: “Being involved in a collision can be stressful, even a minor bump can disable a car and may be costly to fix. Make sure you get as much information as you can from the other driver and any witnesses.

“Try to stay calm. It is likely that no matter who is to blame, the other party is feeling the stress as much as you are. The main priority is to make sure you are all safe whilst dealing with the collision.”

DON'T BE FUEL-ISH: TIPS FROM IAM ROADSMART

These tips from IAM RoadSmart's head of driving and riding standards, Richard Gladman, are all about how you can save fuel – meaning you can treat yourself with those extra savings.



- ◆ Try to keep your driving smooth. Gentle acceleration and using the highest safe gear will use less fuel. Ease off the accelerator early for traffic lights if they are red - why hurry up to wait?
- ◆ If possible, try to avoid driving during heavy traffic. Stopping and starting in traffic needs the use of the first gear and a lot of fuel is used to get the vehicle moving again
- ◆ Keep your tyres well maintained by checking the condition, pressures and tread depth. When it comes to choosing new tyres, it's worth having a look at ones which are designed for extra economy
- ◆ Get rid of unnecessary weight. Cars work just like the human body, it needs more energy to move around more weight and so does your car. Take heavy items out of the car if you don't need to carry them. A roof rack or roof box will increase drag and you will use more fuel to overcome this, so remove it if it is not being used
- ◆ Nowadays, you don't need to manually warm up a modern car, so once your windows are clear (a bit of elbow grease will sort them out) you are able to set off to your destination without having to wait around
- ◆ During this winter season, as your engine is trying to warm up it uses more fuel for the first four miles or so. Your engine stays cold when you drive less than two miles and your car will produce 60% more pollution than a warm engine – avoid these short journeys where possible
- ◆ Turn off the air-conditioning as it uses extra fuel. When the rear window is cleared turn off the rear screen heater - the more electricity your car has to produce, the more fuel it will use
- ◆ Keep your speed low as you can reduce fuel consumption by up to 25%. Try pressing more lightly on the accelerator, often you can maintain the same speed with less pressure on the pedal

Richard said: “Fuel is expensive but a few small changes in the way we prepare our vehicles and plan our journeys can make a big difference in our fuel consumption. Remember that safety and fuel saving can be complementary if we drive effectively.”

TEST PASSES

Congratulations to the following who have recently passed their IAM Roadsmart test:-

David Yates (1st)	Rogério Lacerda	Christian Noë
Helen Head	Brian Smith	

NEW ASSOCIATES

Welcome to the following new Associates who have recently joined the Group:-

Frances Webster	Doris Scott	James Bowditch
Geoffrey May	Lee Rose	Roy French
Harry Buttery	Neil Paterson	

MORE THAN 630,000 UNTAXED CARS ON UK ROADS, GOVERNMENT ESTIMATES

The Department for Transport has estimated that 1.6 per cent of the vehicles on UK roads are currently driving without tax.

It equates to 634,000 vehicles currently driving on the UK's roads without paying Vehicle Excise Duty (VED) – resulting in lost revenue of up to £85 million in 2019/20.

That figure is lower than the one given in 2017 – when it was 1.8 per cent – but higher than the 1.5 per cent estimation made back in 2015.

A survey on Vehicle Excise Duty evasion published today discovered that nine per cent of the unlicensed vehicles were sold new in the last two years.

However, 43 per cent were purchased 10 years or more ago. In addition, 1.7 per cent of private and light goods vehicles were untaxed, compared to 0.5 per cent of buses and 0.8 per cent of heavy goods vehicles.

Simon Williams, RAC spokesman, said: "While it is good news that vehicle tax evasion has gone down, it is still significantly higher than it was before the tax disc was abolished in October 2014. To put this into perspective, evasion in 2013 was around 0.6% and in 2015, the next point at which this survey was carried out, it had risen to around 1.4%.

"It's therefore hard to see that doing away with the tax disc has been good for ensuring as many vehicles as possible are taxed for use on our roads.

"This all means the Government is consistently missing out on very large amounts of tax revenue which from next year will be ringfenced for maintaining major roads in England. This time around the lost revenue figure is potentially as much as £94m."

The Department for Transport suggested that the rise in the evasion of road tax since 2013 could be linked to the eradication of the paper tax disc in 2013. In addition, the new law which meant that road tax automatically ends when a vehicle changes owner could also contribute towards the fall in road tax.

MOBILE PHONE USE REMAINS DRIVERS' BIGGEST ANNOYANCE

British drivers find other motorists' use of mobile phones the most annoying habit on the road, despite figures suggesting there are fewer offenders.

That's the finding of a study by vehicle repair chain Kwik Fit, which quizzed more than 2,000 motorists on their biggest bugbears. The survey found that other motorists using a mobile phone handset to talk, text or use social media is among the top five most annoying habits for 56 percent of drivers.

No other habit was placed in the top five by more than half of respondents, although tailgating made it into 50 percent of top fives, while failing to indicate irritated 49 percent or those surveyed to such an extent that it made their top five concerns. Dangerous overtaking, meanwhile, was listed by 38 percent of respondents.

The findings come after the government announced a review into the laws on mobile phone use while driving, with the Transport Secretary, Grant Shapps, pledging to close "a legal loophole" that allowed drivers to escape punishment for using a handheld phone as a camera while driving. Shapps said the changes to the law would "reduce accidents" on British roads.

However, Kwik Fit has uncovered government figures suggesting the number of motorists receiving penalty points for using a mobile phone behind the wheel is falling. The data, which was obtained through a Freedom of Information request, shows a drop in the number of drivers committing a CU80 offence, defined as a 'breach of requirements as to control of the vehicle, such as using a mobile phone'. Between 2017 and 2018, the number of people getting penalty points for such offences fell by 19 percent.

The figures Kwik Fit obtained followed a law change that saw penalties for mobile phone use double. In March 2017, the government changed the maximum penalty to a £200 fine and six penalty points - enough for a motorist to lose their licence if they received the penalty during the first two years of their driving career.

Roger Griggs, communications director at Kwik Fit, said the official figures should not make room for complacency, and closing legal loopholes could see the figures rise once more.

"The research clearly shows that actions of other drivers which annoy us the most are those which put people's safety at risk on the road," he said. "There is no excuse for using a handheld mobile phone when driving, whether it's for a call, texting or checking social media.

"The fact that the number of drivers receiving penalty points for using a mobile when driving has fallen should not make us complacent, and if the government does change the law to close loopholes we are likely to see those figures rocket back up again, especially if police forces continue to use innovative techniques to catch drivers breaking the law.

"It's vital for road safety that we make using the phone when driving as socially unacceptable as drinking and driving. Until we have fully autonomous vehicles, anything which diverts a driver's attention from the road is a risk to their safety and those of the road users around them."

TIPS ON FATIGUE FOR OLDER DRIVERS

As part of our campaign to raise awareness of the issues surrounding older drivers in the UK and to offer support and guidance to those driving in later life, IAM RoadSmart's head of driving and riding standards, Richard Gladman, shares his tips on ways to stay alert and avoid tiredness.

- ◆ Older people can be more susceptible to fatigue so tiredness can prove a real problem. Extreme tiredness can lead to micro-sleeps, whatever your age. This is a short episode of drowsiness or sleep that could last a fraction of a second or up to 30 seconds. A car driving at 70 mph will travel 31 meters per second, giving plenty of time to cause a serious crash during a micro-sleep.
- ◆ The effects of losing one or two hours of sleep a night regularly can lead to chronic sleepiness over time. So, ensure you are well rested and feeling fit and healthy before you set off.
- ◆ Make sure you take regular rest breaks to split up the journey when driving on a long, boring stretch of motorway. It's good practise to stop at least every two hours and it's essential to take a break before the drowsiness sets in.
- ◆ If necessary, plan an overnight stop. If you feel too fatigued to carry on driving, then book yourself into a hotel at the next service area and sleep it off. Wake up fresh with a good breakfast and carry on your journey. It's good to note that a caffeine high may be a quick fix, but it's not a long-term solution and certainly no substitute for proper sleep.
- ◆ Older people can get tired quickly, even when they haven't been physically exerting themselves for long periods of time. So, avoid setting out on a long drive near the end of the day. It's best to start your journey earlier, when you're more alert.
- ◆ If possible, avoid driving between the two peak times for sleepiness. These are between 3am and 5am and between 2pm and 4pm.
- ◆ If you've taken prescribed medication, then seek advice from your GP as to whether you should be driving or not. If bought over the counter, then read the instructions on the pack or speak to a pharmacist.

Richard says: "Whatever your age, you need regular sleep to perform at your highest standards. Driving requires full concentration at all times and if you're tired, your ability to concentrate is reduced. Internal body clocks (circadian rhythms) are usually set to deal with normal lifestyle patterns, so extra care needs to be taken when you're driving during a time you would normally be at rest. Stop, rehydrate and rest if you need to. This is particularly true for those who are driving in later life, but the rule applies to all."

PHILOSOPHY

- ◆ People who wonder if a glass is half full or half empty are missing the point. A glass is refillable!
- ◆ Not to get too technical...but according to chemistry alcohol is a solution.
- ◆ If you get an email telling you that you can catch Swine Flu from tins of ham then delete it. It's Spam.

HOW TO DRIVE SAFELY IN FLOODS

Flooded conditions are some of the absolute worst to drive in when it comes to UK roads. Standing water can very easily catch a driver out, and the possibility of flooding a vehicle is a large risk to the safety of a driver and can cost a fortune to sort out.

Though it's best to avoid driving in floods at all, it may be a necessity. If you absolutely must get behind the wheel, here is some advice to follow to help you stay safe.

Avoid it if possible

The safest approach to driving in floods is to not do it at all. Unless your journey is absolutely necessary, it's better to keep your car parked up and remain at home.

Instead of driving to the shops, take a walk if you can or discuss with your boss about working from home. Though some journeys by car are necessary, stay off the road if you can for your own safety.

Check the route ahead

Before getting into the car, use a mobile maps application and check local reports to see any potential hazards on your route.

Some roads on your journey could be heavily flooded, posing a strong risk to yourself and your car, or even be closed. Clear diversions may be in place, though that may not always be the case — so you may need to plan an alternative route.

Pack an emergency kit

It's worth having an emergency kit readily available in your car in the event you do become stranded while out in the flooded conditions.

We'd recommend packing at least a high-visibility jacket, a breakdown warning triangle and a torch at the bare minimum. Additionally, packing snacks, warm clothing, jump leads, a supply of drinks and a pair of wellies could all come in handy. A decent music playlist can help pass the time, too.

Have an emergency number stored in your phone

Though in the age of modern smartphones we always seem to be connected to the internet one way or another, there's no guarantee of a signal while out on the roads. With that in mind, having an emergency contact number as well as that of a breakdown provider stored in your phone's contacts is worth the few seconds it takes. If you are stranded, you may be a little out of luck if you're relying on Google to provide a number — so it could be a big help.

Perform basic vehicle checks

While it's worth doing these before every journey, we'll admit that it's something most people tend to forego. In any harsh driving conditions, though, it's very important to check your vehicle is in a safe condition though.

Test your headlights and brake lights are working, tyres are at a good level and that the tread depth on them is also comfortably above the legal limit of 1.6mm. You can test this using the edge of a 20p coin, which the tyre tread should come above — though we'd always recommend changing tyres before it gets near that level.

Continued

Turn your headlights on

Your headlights are working? Great, now make sure to keep them on. In floods, rain is almost guaranteed to which heavily reduces visibility.

Ensure your lights are on to give other motorists the best chance to see your vehicle, and also maximise your visibility in low light conditions. Fog lights may also be necessary, with the Highway Code stating they must be used if visibility drops below 100 metres.

Drive to the conditions — don't aim for the speed limits

Remember that speed limits are not targets to hit — rather the maximum permitted for a particular road. In flooded conditions particularly, driving at a high speed greatly increases the likelihood of losing control of a vehicle, while also reducing a driver's ability to react to a dangerous vehicle.

Don't be afraid to drop to a much lower speed than permitted to give yourself more control of the car, and to be able to react to incidents ahead.

Allow extra room

Though you should always allow for a good amount of room to the car ahead in case of any dangers, that's even more crucial in harsh driving conditions like flooding.

The likelihood of a hazard is much greater here than in clear weather, and you should adjust your driving accordingly. Giving a car in front more space allows for you to react to any sudden braking or hazards that you may otherwise not see beyond them.

Don't test the waters

If you're unsure of the depth of a puddle or large body of standing water, then avoid it if possible.

Testing the waters is not a good idea here, as you could find yourself driving into something incredibly deep and putting yourself in danger as well as heavily flooding your vehicle. Look for an alternative route, even if that means adding more time to your journey.

Don't be afraid to take a break

If you need to take a few minutes to catch your concentration, wait for the conditions to clear or simply have a drink of coffee, don't be afraid to take a break and find somewhere safe to park up.

DEFINITIONS

BEAUTY PARLOUR

A place where women curl up and dye.

COMMITTEE

A body that keeps minutes and wastes hours.

EGOTIST

Someone who is usually me-deep in conversation.

TOOTHACHE

The pain that drives you to extraction.

TOMORROW

One of the greatest labour saving devices of today.

SPEED AWARENESS COURSES WORK, NEW RESEARCH SUGGESTS

Re-offending rates fall slightly after drivers take the remedial courses.

Speed awareness courses reduce the likelihood of re-offending, according to new research published today.

A study of more than 2,000 British adults by automotive servicing and repair company Kwik Fit found that more than half of all people caught speeding (54 percent) go on to reoffend. However, among those who went on a speed awareness course, that number fell to just four in 10 (40 percent).



That's still a high proportion, but the data suggests speed awareness courses are more effective than other forms of enforcement. Six in 10 (58 percent) of those who simply received a ticking-off by police for breaking the limit went on to speed again, while 55 percent of those who received three points and a fine were caught reoffending. Of those who received six penalty points and a fine for their offence, an incredible 90 percent went on to be caught speeding again.

Of those who attended a speed awareness course, four percent admit they went on to commit a total of four or more offences. For those who received three points and a fine, that figure doubles to eight percent, and it doubles again, to 16 percent, for those who got six points and a fine first time around.

Kwik Fit said more education was needed for motorists, of whom 44 percent have been caught speeding, while a quarter (24 percent) have committed multiple speeding offences. Yet the research found that many drivers think a speed awareness course would have less impact on their behaviour than other factors.

Just a quarter (24 percent) of drivers said going on a speed awareness course would be have a large impact on their speeding, while four in 10 (39 percent) said the same of penalty points, and 43 percent said a limited-time driving ban would have an effect. Perhaps worryingly, the factor cited by drivers as having the biggest impact on their speeding would be the most dangerous - the involvement in an accident where speed was a factor. Almost half of respondents (49 percent) said this would have a big impact on their driving habits.

“During Road Safety Week it is vital that we all focus on the ways we can improve safety for all road users,” said Roger Griggs, communications director at Kwik Fit. “One of the biggest dangers on our roads is excessive speed, and the findings of our research indicates that speed awareness courses have a greater impact on drivers’ behaviour than many perceive. Of course, while any measure which reduces the number of drivers repeatedly speeding is hugely welcome, we must focus on educating drivers not to speed in the first place – drivers should not need to be caught to be given a wake up call.”

Notice is hereby given of the

**57th ANNUAL GENERAL MEETING OF THE
SOUTH EASTERN GROUP OF
ADVANCED MOTORISTS**

to be held on
TUESDAY 10th MARCH 2020 at 7.45 pm
(Doors Open at 7.15pm)
at the Small Hall, Crofton Halls, Orpington,
Kent, BR6 8PR

The Guest Speaker will be Sarah Fisk, IAM RoadSmart
DDR Training and Driver Education Manager

Members, Associates and Friends are welcome.

Will all members please note that the minutes of the last AGM together with the Report and Accounts for the year 2019 will only be available to those attending the AGM on 10th March 2020.

If you are unable to attend but would still like a copy, please apply to the Secretary at the address below enclosing a SAE.

The Group Secretary,
2 Wentworth Close
Hayes
Kent
BR2 7AW



Group Night Diary

Meetings are held at the Small Hall, Crofton Halls, York
Rise, off Crofton Road, Orpington, BR6 8PR
Doors open 7.15pm for 7.45pm start

10th March 2020
57th AGM
(with Guest Speaker Sarah Fisk, IAM RoadSmart
DDR Training and Driver Education Manager)

9th June 2020
(To be advised)

8th September 2020
(To be advised)

If you would like to organise a Group Night or have any suggestions for a Speaker, then please contact a member of the Committee.

Their details can be found on page 24.

Want to Drive on the Skid Pan?



Following the group's successful "Skid Pan Experience" at the Essex Skid Pan, Kelvedon recently, we will be booking another date in the near future, so look out for announcements.

There are some names already on the list for the next event, so if you want to go, get your name down early to avoid disappointment.

The visit will start with a briefing on what you will be doing including safety instructions. There are 10 places and there will be 2 instructors who will give a demonstration on the skid pan and then you will be able to drive with the instructor and practise what you will have been shown; to create a skid and to be able to keep control, hopefully!

The cost is £63 each and you will be using the skid pan cars which are both front and rear wheel drive.

Please let Michaela Halse have your name by e-mail, telephone, text or post to:-

39 Great Queen St.
Dartford
Kent
DA1 1TJ

E-mail to: michaelahalse121@gmail.com
Phone: 020 7802 3240 Mobile: 07860 409493

Book now to avoid missing out !!

HIGHWAY CODE: CHANGES FOR FIRST AID ON THE ROAD

Highway Code annex 7 on providing emergency care has been updated. This is following new guidance from the British Burns Association.

The following information was compiled with the help of St John Ambulance, the British Heart Foundation and the British Red Cross. It's intended as a general guide for those without first-aid training but shouldn't be considered a substitute for proper training. Any first aid given at the scene of an incident should be looked on only as a temporary measure until the emergency services arrive.

1. Deal with danger

Further collisions and fire are the main dangers following a crash. Approach any vehicle involved with care, watching out for spilt oil or broken glass. Switch off all engines and, if possible, warn other traffic. If you have a vehicle, switch on your hazard warning lights. Stop anyone from smoking, and put on the gloves from your first-aid kit if you have one.

2. Get Help

If you can do so safely, try to get the help of bystanders. Get someone to call the appropriate emergency services on 999 or 112 as soon as possible. They'll need to know the exact location of the incident (including the direction of traffic, for example, northbound) and the number of vehicles involved. Try to give information about the condition of any casualties, for example, if anyone is having difficulty breathing, is bleeding heavily, is trapped in a vehicle or doesn't respond when spoken to.

3. Help Those Involved

DO NOT move casualties from their vehicles unless there's the threat of further danger. DO NOT remove a motorcyclist's helmet unless it's essential. DO try to keep casualties warm, dry and as comfortable as you can. DO give reassurance confidently and try not to leave them alone or let them wander into the path of other traffic. DO NOT give them anything to eat or drink.

4. Provide Emergency Care

Remember the letters D R A B C:

D - Danger Check that it's safe to approach.

R - Response Try to get a response by gently shaking the casualty's shoulders and asking loudly 'Are you all right?' If they respond, check for injuries.

A - Airway If there's no response, open the casualty's airway by placing your fingers under their chin and lifting it forward.

If the casualty is unconscious and breathing, place them in the recovery position until medical help arrives

B - Breathing Check that the casualty is breathing normally. Look for chest movements, look and listen for breathing, and feel for breath on your cheek.

If there are no signs of breathing, start CPR. Interlock your fingers, place them in the centre of the casualty's chest and press down hard and fast – around 5 to 6 centimetres and about twice a second. You may only need one hand for a child and shouldn't press down as far. For infants, use two fingers in the middle of the chest and press down about a third of the chest depth. Don't stop until the casualty starts breathing again or a medical professional takes over. *Continued*

C - Circulation If the casualty is responsive and breathing, check for signs of bleeding. Protect yourself from exposure to blood and check for anything that may be in the wound, such as glass. Don't remove anything that's stuck in the wound. Taking care not to press on the object, build up padding on either side of the object. If nothing is embedded, apply firm pressure over the wound to stem the flow of blood. As soon as practical, fasten a pad to the wound with a bandage or length of cloth. Use the cleanest material available.

5. Burns

Put out any flames, taking care for your own safety. Cool the burn for at least 20 minutes with plenty of clean, cool water. Cover the burn with cling film if available. Don't try to remove anything that's sticking to the burn.

6. Be prepared

Always carry a first aid kit – you might never need it, but it could save a life. Learn first aid – you can get first aid training from a qualified organisation such as St John Ambulance, St Andrew's First Aid, British Red Cross, or any suitable, qualified body.

TWO-THIRDS OF PASSENGERS HAVE FELT UNCOMFORTABLE WITH A DRIVER'S SPEED

Two-thirds of car passengers have admitted to feeling uncomfortable at the speed of a car with a family member or friend behind the wheel.

Research from YouGov found that 61 per cent of 524 people in such circumstances had felt uncomfortable at least once, though 29 per cent said they wouldn't have the courage to tell the driver that.

Transport for London (TfL), which commissioned the research, says these 'worrying' figures suggest that many London drivers could be unaware they are driving at an unsafe speed. It says 103 people have died so far in 2019 on the capital's roads, with 37 per cent of accounts of deaths and serious injuries coming as a result of speed.

Stuart Reid, TfL's director of Vision Zero, its campaign to end all road deaths in London by 2041, said: "People are seriously injured or die on our roads each day. It seems that driving at an unsafe speed has now sadly become socially acceptable and many people simply don't think of it as a risk.

"Nobody gets behind the wheel intending to kill or harm someone but all too often, the way people choose to drive results in death or serious injury. This has devastating consequences for the victim, the driver and their families. I would urge drivers to slow down and also encourage people who feel uncomfortable with the speed they're being driven at to speak up."



HUMOUR IN UNIFORM

There was a happy outcome for Rear Admiral Sir Rupert Blithe after he fell into a vat of whipped cream in Portsmouth. He was later piped aboard his ship.

'WORLD FIRST' CELL PHONE DETECTION CAMERAS ROLLED OUT IN AUSTRALIA

The Australian state of New South Wales rolled out “high definition detection cameras” in December, designed to catch drivers using cell phones behind the wheel.

Andrew Constance, New South Wales' Minister for Roads said the “world-first” technology would target illegal cell phone use through “fixed and mobile trailer-mounted cameras.”



The cameras will use artificial intelligence to review images and detect illegal use of cell phones, according to Transport for NSW.

Images identified as being likely to contain a driver illegally using a call phone will then be verified by authorized personnel, authorities said, noting that images captured by the system would be “securely stored and managed.”

Over the next three years, 45 portable cameras will be set up across the state, in unknown locations, and without warning signs, CNN affiliate Sky News Australia reported.

For the first three months, drivers caught out by the technology will receive a warning letter, Transport for New South Wales said in a statement, after which offenders will face a fine of up to \$344, or \$457 in a school zone, and penalty points on their drivers license.

“The NSW Government is serious about reducing our state’s road toll and rolling out mobile phone detection cameras is another way we will do this,” Andrew Constance, Minister for Roads said in a statement.

Officials said that a trial of the technology earlier in the year had caught more than 100,000 drivers illegally using a phone at the wheel

Some 329 people have died this year on New South Wales’ roads, Reuters news agency reported, compared with 354 people for all of 2018, according to official statistics.

The state wants to cut the number of road fatalities by 30% by 2021, Reuters said.

Making and receiving phone calls while driving is legal in New South Wales, but using hands-free technology. Other functions, including using social media, video calling, photography, playing audio while driving are only legal if a driver has parked their vehicle outside of traffic.

INFORMATIVE SIGNS

Notice in health food shop window:
CLOSED DUE TO ILLNESS

On a repair shop door:

WE CAN REPAIR ANYTHING. (PLEASE KNOCK HARD ON THE DOOR - THE BELL DOESN'T WORK).

WORD SEARCH ~ SMURFS

Hidden in the grid below are the names of 24 different Smurfs. They may read horizontally, vertically or diagonally, but always in straight lines.

V	B	C	N	A	C	I	Q	R	E	T	N	I	A	P
P	G	M	D	A	E	T	T	E	S	S	A	S	X	A
B	R	A	I	N	Y	F	T	P	Y	H	B	Y	S	P
A	O	O	G	K	Y	T	I	O	E	M	Y	E	N	A
I	U	G	R	E	E	D	Y	R	E	M	R	A	F	D
E	C	K	G	F	K	Y	S	T	A	R	T	S	Y	O
P	H	A	R	M	O	N	Y	E	S	L	S	H	B	T
H	Y	U	O	O	J	I	R	R	O	L	I	A	T	W
O	M	Y	Q	Y	W	D	E	N	O	C	K	N	C	Z
S	L	H	Q	P	Z	K	Z	U	F	E	Y	D	H	Y
Y	P	P	U	P	C	A	C	E	R	E	L	Y	I	W
Y	T	I	N	A	V	H	L	O	I	U	R	R	N	D
U	W	F	R	N	Y	S	M	U	L	C	P	R	X	S
R	P	T	E	S	A	P	G	M	F	C	T	E	R	T
G	W	X	W	H	L	S	I	U	P	Z	D	S	G	S

BAKER	GREEDY	LAZY	SLOUCHY
BRAINY	GROUCHY	PAINTER	SMURFETTE
CLOCKWORK	HANDY	PAPA	SNAPPY
CLUMSY	HARMONY	PUPPY	TAILOR
DREAMY	HEFTY	REPORTER	TRACKER
FARMER	JOKEY	SASSETTE	VANITY

KEEP YOUR CAR SPARKLING: TIPS FROM IAM ROADSMART

Car washing seems to be one of those Marmite topics; some enjoy the simplicity of the task and the instant improvement it produces. Others detest the chore and would rather get it professionally cleaned.

This time of year, mud, drizzle and the start of the road-salting season all prove a challenge to keeping the paintwork shiny. However, there are good practical reasons to keeping your car looking like your pride and joy, even if it isn't. IAM RoadSmart's head of technical policy, Tim Shallcross, has put together some top tips to keep your car in shape:

- ◆ The first is the issue of wide cars and narrow parking bays. Nothing is more irritating than getting a filthy smudge on your clothes as you squeeze between two dirty cars – at least if yours is clean you stand a chance of exiting untarnished.
- ◆ More important is the fact that a layer of grime, salt, tree sap and road grease will dull the paintwork if left undisturbed. The caked-on chemicals gradually eat into the ultra-smooth top layer, making it rougher at a microscopic level, which stops that glossy showroom sheen.
- ◆ A thorough wash will stop the action from the chemicals and even if the car gets covered in road dirt the following day, the dulling process will take time to re-start. If you polish it as well, the new look will last even longer as the polish acts as a barrier between the paint and the dirt. Regular washing will keep the car looking new underneath the dirt for much longer!
- ◆ If you only wash the car when the “clean me” scrawls get too embarrassing, restoring a showroom look when it comes to selling the car will need an awful lot of elbow grease, or you risk quite a slice off the resale value.
- ◆ There's also the problem of bird droppings. Car factories do much less damage to the surrounding environment than they used to and one of the major contributors is the move to eco-friendly paints. They are also softer than their toxic predecessors and very prone to being permanently marked by bird droppings that are left on for any more than a couple of days.
- ◆ So, you face two choices. If you really can't stand the thought of getting a bucket and sponge out, a hand car wash near you is one of the best value things a fiver will buy these days; maybe a couple of quid more if you have an SUV or stretch limo. They do an excellent and thorough job – wheels, door shuts, tyre shine and all.
- ◆ Alternatively, the bucket and sponge option is for those of us so inclined, very satisfying and it is very healthy exercise. Various estimates fly around the internet, but you can burn about 325 calories by washing a car and anything up to 1,000 if you polish it as well.
- ◆ Use a proper car shampoo, NOT washing up liquid. Fill a bucket with hot water (saves your hands freezing), and don't overdo the shampoo – too much and you'll have lots of streaks. Use a hose with a trigger spray attachment to wet the body all over first, to soften the dirt, then plunge in with the sponge.

continued

- ◆ You can get decent sponges for 99p almost anywhere these days, so don't use a worn out ragged one – and using two sponges will make life even easier, one in the bucket soaking while you scrub away with the other.
- ◆ Start with the roof and end with the wheels, then rinse off, stand back and admire your work. Use a leather or microfibre cloth to dry it – or just go for a drive for a couple of miles then wipe off the few remaining drops.
- ◆ Finally, get a cloth, open the doors, wipe the sills and door shut areas and enjoy the smug feeling as you look at your gleaming pride next to all the mud spattered, salt encrusted neighbours.
- ◆ Until tomorrow, of course, when your car will be indistinguishable from the rest. But you had some healthy exercise, the dirt isn't eating away at the shine and anyway, you know it's gleaming underneath the dirt.

DISTRACTED DRIVERS INVOLVED IN MORE THAN 3,000 CRASHES IN 2018

Distracted drivers were involved in more than 3,000 road traffic incidents in 2018, according to official data.

The data shows that of these incidents, more than 600 were considered serious, with 93 fatalities recorded.

The figures come from analysis of Department for Transport figures by car insurance black box provider Insurethebox, which found that 92 serious and 25 fatal incidents involved mobile phone use as a contributing factor.

Meanwhile, other distractions included passengers, pets, using satellite navigation systems, or listening to congestion warning systems.

Gary Stewart, service manager at Insurethebox, commented: "These figures show 93 deaths and well over 600 serious accidents could have been prevented had the driver not been distracted.

"Young and newly qualified drivers who have the least experience on the roads are likely to be more vulnerable to dealing with in-car distractions. Plus, today's constant pressures to be constantly connected mean young drivers may well be tempted to pick up the phone to take a call, answer a text or respond to a social media notification."

New legislation being brought in next year will close a loophole that saw some drivers get away with using their phone while driving. It means any driver caught texting, taking photos or any other activity on their phone can be prosecuted.

Currently, motorists caught using a hand-held device behind the wheel will receive a £200 fine and six penalty points on their licence. Therefore, those caught within two years of passing their test will lose their licence.



IMAGINE THAT

"Do not Touch" must be one of the most scariest things to read in Braille.

CAR FOG LIGHTS: HOW AND WHEN TO USE THEM

In these dark winter months, when motorists regularly face rain, mist and fog, it's essential to know exactly how all your lights work on your car – and when it's appropriate to use them.

When it's foggy, you should have your headlights on. However, with many cars coming with automatic lights, you might not think you have to switch them on yourself.

However, automatic lights don't always respond to foggy conditions, so you need to be aware when it's time to switch them on yourself. And indeed when to supplement them with car fog lights.

What are car fog lights for?

It sounds obvious, but bear with us. Rear fog lights are indeed for foggy conditions. But more importantly, they are for other drivers, not you. They don't help your own visibility.

Like your indicators, they are a sign to others that visibility is limited and, of course, an indication that you are approaching.

When should I switch my fog lights on?

This is where things get hazy (so to speak) and it's a subject of much debate. Especially as inappropriate use of fog lights is a big bugbear for British motorists.

Use the other cars around you as an indication of whether they're necessary. Look at the car 100 yards ahead of you and judge how well you can see it. If you can see it clearly, fog lights aren't warranted.

If the car is lost in the haze, with only glimmers of light to be seen, then it's time to switch your fog lights on.

This is especially important on the motorway, given how fast you and the cars around you are travelling. Truthfully, if conditions are that bad, we'd hope speeds will be well below the 70mph limit.

As soon as conditions clear, it's important to switch your fog lights off.

What if I leave my fog lights on?

Fog lights have a very specific purpose. Use of them when they're not needed can dazzle other drivers, and even obscure other lights on your car. You don't want your brake lights to be rendered invisible because your rear fogs are outshining them. It's a legal issue, too. If the police see you driving with your fog lights unnecessarily, a £50 on-the-spot fine could be issued.

How do I turn my fog lights on?

By law, all cars built since 1986 must have at least one rear fog light. This will be operated using a switch with a symbol similar to those above.

Front fog lights aren't a legal requirement, but many cars have them fitted as standard. In most cars, they can be switched on using the same stalk as the headlights, or by a button on the dashboard.

Continued



Any other tips for driving in fog?

First of all, it's usually beneficial not to use your main beam. While it might be tempting to flick it on to give a better view, in thick fog it'll reflect and reduce visibility even more.

Drive slowly, and leave a bigger gap to other vehicles in case they have to stop suddenly.

When you're stopped, for example at traffic lights, keep your foot on the brake pedal so your brake lights are lit up, making you more visible to other traffic.

When a car stops behind you, use your handbrake and remove your foot from the brake pedal to avoid dazzling the driver.

NEW CAT'S EYE-STYLE FILTERS COULD TACKLE POLLUTION

The war on toxic air pollution is yielding some clever ideas. The latest is suction fans embedded in the road in the same manner as cat's eye reflectors. These would be hooked up to a filtration system to clean the air.



The idea is that low energy fans installed

in the road can quite literally suck toxic air into piping. That would then feed into a filter unit at the side of the road. It'd be around the size of a large bin.

Areas to benefit the most from this would be junctions with lots of stationary traffic. The system is being developed by Hertfordshire-based company Pollution Solution.

The company claims it could remove at least 30 percent of toxic pollutants from the air. That includes engine pollution like nitrogen oxide, as well as brake and tyre particulates. The air that leaves the filter 'bins' is said to be 99 percent clean. The company says the system can run mostly on solar power, triggering only when it senses cars have stopped.

Initial trials of the technology could take place in problem pollution areas in East London. Engine idling hotspots would be targeted. School pick-up and drop-off areas, busy junctions and pedestrian crossings are cited as ideal places to start. Pollution Solution founder Thomas Delgado is realistic about what can be achieved with the technology and the specific areas where it will be most effective. With that said, he's also clear that this or something to the effect of cleaning air quality is necessary now, given the estimated 40,000 premature deaths per year that can be linked to air pollution.

Delgado said: "This is only going to be effective at busy junctions but all the information we have is that those hotspots are the areas that really need to be tackled.

"Electric cars are great but as it stands today, they are not a feasible option for the majority of consumers or companies and air quality needs to improve now.

"There are talks of banning the sale of fossil-fuelled vehicles by the year 2040 but if we don't take steps in the interim it is inevitable that people will die unnecessarily."

DON'T LET JACK FROST STRIKE! IAM ROADSMART'S TIPS FOR DRIVING IN COLD AND ICY CONDITIONS

We usually dress for the weather and at this time of year it means wrapping up with a hat, gloves, scarf, a big winter coat and appropriate shoes.

So, it makes sense when out on the road to adapt your driving behaviour for the weather and road conditions.



With white frosty mornings also comes icy roads, and that's why Richard Gladman, IAM RoadSmart's head of driving and riding standards has put together some advice on how to deal with driving and riding in icy conditions:

- ◆ Only drive or ride if it is really necessary. In very bad weather it is better to stay in or take public transport rather than risk an incident. Always check the weather and road conditions on your route before setting off; if police advise not to travel, then do not risk it.
- ◆ Make sure you know how the demister settings on your car work and how to adjust them properly. If you are riding, a clean scratch-free visor with a properly fitted insert will help you stay mist-free.
- ◆ Ensure your lights and wipers are working well, 90% of our actions are determined by what we see. If they're making a terrible squeaking noise, it's time to replace them.
- ◆ Never pour boiling water on the screen as the sudden temperature change may cause cracks. Prevention is better than a cure so if possible, cover the glass overnight with cardboard or an old sheet to prevent freezing, or invest in a windscreen cover.
- ◆ If you haven't done so already, get an anti-freeze check at your local garage or fast-fit centre. Keep your washer bottle topped up with an even stronger concentration of de-icer.
- ◆ It might sound like old news, but you may need up to 10 times the distance to stop in icy conditions - increase your following distance to account for this. If a car has to stop suddenly or worse still, a crash occurs, you will need that extra time to react and stop.

Richard said: "As ever, preparation and planning are the key to worry-free driving when the mercury plummets.

"Plan your route carefully as major routes are likely to be treated with salt and less likely to be icy - but ice might still form in dips, on bridges and in shaded areas.

"Leave more time for your journey, respect the conditions and don't rush. Factor in delays and give yourself plenty of time to clear the ice properly from all the windows of your car."

CONCERNED ABOUT AN OLDER RELATIVE'S DRIVING? TIPS ON HOW TO TALK TO THEM ABOUT IT FROM IAM ROADSMART

Spotting the signs of a loved one's driving deteriorating as they get older can be difficult. At what point should you tackle the issue and suggest it might be time for them to stop? As part of its older drivers' campaign, raising awareness of the issues faced by many thousands of mature drivers across the UK, IAM RoadSmart's head of technical policy and advice, Tim Shallcross, has put together some top tips based on his own experiences.

- ◆ Try to have a conversation about it sooner rather than later; it's a very good idea to raise the subject while there's nothing wrong with their driving – "How will you feel if eventually you have to give up driving? How would it affect you?" for example.
- ◆ Take the opportunity from time to time to be a passenger with them to see how their driving is - and look out for any changes over time.
- ◆ Signs of deteriorating driving include looking but not seeing at junctions, reduced ability to judge speeds, poor reversing – and dents on the car. For more signs to look out for, see IAM RoadSmart's short video [here](#).
- ◆ Even if you do have concerns, your relative might well be able to carry on driving safely for many years with a little tuition and guidance. Point out that as we age, the risks associated with driving change and that it might be good to get an independent view such as a Mature Driver Review. Stress that it is not about giving up driving, just reducing the risks.
- ◆ Remember how much of a life changer this could be – imagine what it would be like for you if you suddenly had to give up driving. The impact might well be greater for your relative than for you if they can't walk or cycle easily. Be sympathetic but firm if you are sure their driving is below standard.
- ◆ Don't have a large family discussion – your relative may well feel everyone is ganging up on them. One to one is best, two to one at most.
- ◆ Stick to the facts. Have there been near misses you are aware of? Don't condemn the driving outright, talk instead about safety for them and others.
- ◆ Identify beforehand the pressures that keep him or her driving – does their partner or spouse drive? How far away are essential amenities? What alternatives are there?
- ◆ If necessary, introduce the idea of internet shopping and other online services that are available.
- ◆ Know when to stop and try another day. It's pointless getting into an argument where tempers get frayed. Leave your relative to think about it for a while and often they will realise that what you're suggesting makes sense.

There are a number of resources available to help older drivers stay safe on the road for longer, and also on how to make the decision to stop driving when the time is right. Apart from IAM RoadSmart's advice here, Age UK and the Older Drivers' Forum also offer guidance.

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