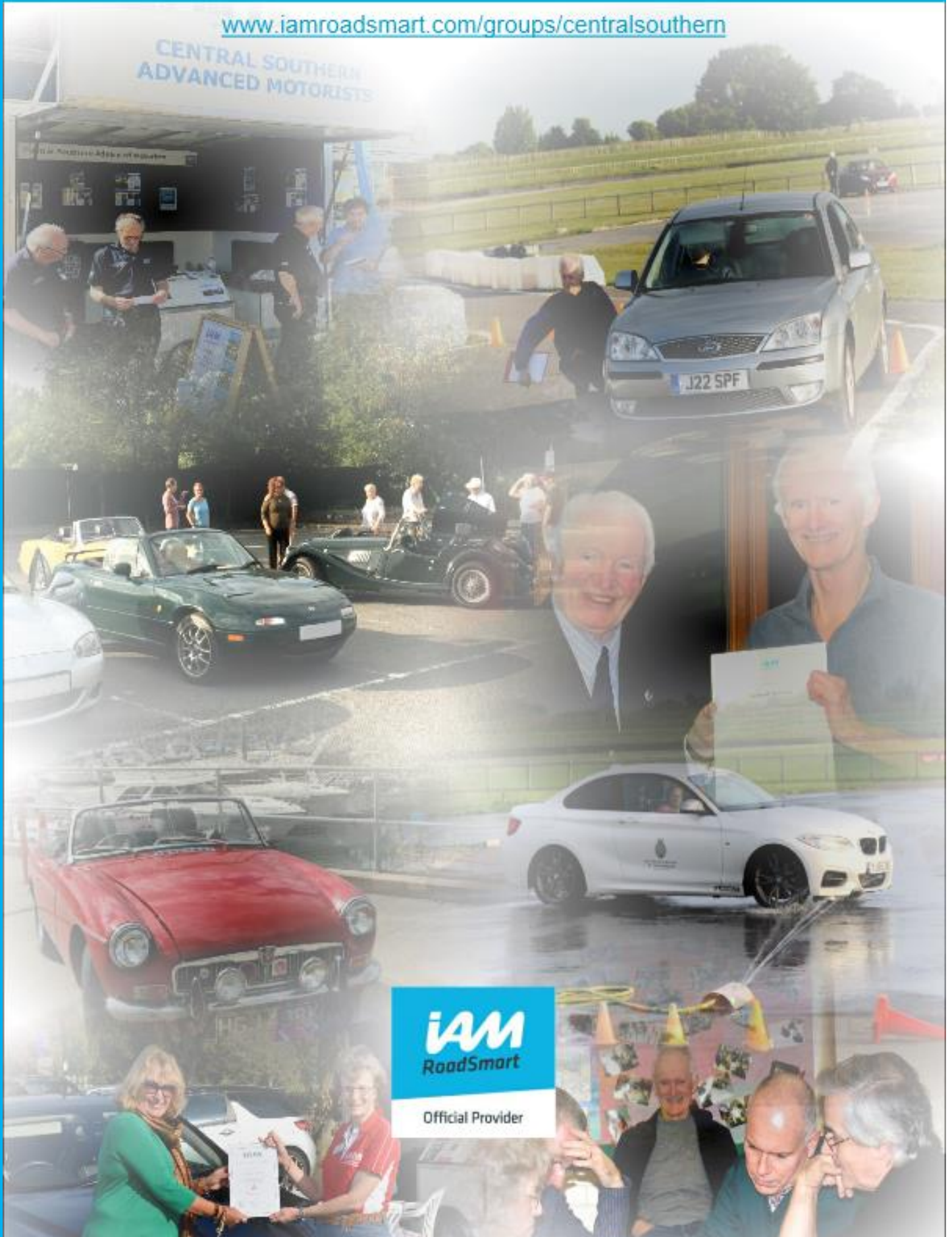


# Autumn Newsletter 2022

## CENTRAL SOUTHERN ADVANCED MOTORISTS

[www.iamroadsmart.com/groups/centralsouthern](http://www.iamroadsmart.com/groups/centralsouthern)



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# CENTRAL SOUTHERN ADVANCED MOTORISTS

Registered Charity No. 1079142

## From the Editor



Welcome to our Autumn Newsletter.

Just after the last newsletter I was on the group trip to Brooklands organised by Sally Holmes. It was a great day out although, as one of the furthest flung group members, I decided to take my car and meet up at destination. A trip to Worthing first to join the coach would have added considerably to my day. The group was guided through the exhibits and then allowed to set our own preferences regarding what to view next. There were various cars and motorcycles exhibited along with extensive aviation exhibits.



One item of particular interest was the badge bar from the car of Donald Campbell's first wife which proudly included an IAM member's badge amongst many others.



# CENTRAL SOUTHERN ADVANCED MOTORISTS

IAM Roadsmart's Head of Technical Policy and Advice, Tim Shallcross, was giving a talk on Electric Vehicles at Southampton Advanced Motorists' meeting at Otterbourne Village Hall, Hampshire on a Sunday morning and I thought that would ride over on my motorcycle and have a listen to what he had to say. The presentation was well attended by a mix of IAM Roadsmart members and interested members of the public. Tim's presentation was interesting and if any members get a chance to hear him at another venue they should take advantage of the offer.

Southampton Group also arranged a display of electric vehicles outside, provided by both members and various trade companies. As you would expect all members who brought their own vehicles were enthusiastic about them, after all who would turn up to complain about their purchase at an event such as this.

Later the same month I attended the Summer Fare here where I live in Stubbington, and was surprised to see that a local group of 12 independent Driving Instructors were there offering free taster sessions to young people aged 15 and 16. They had set themselves up as Fareham Under 17 Driving Club and hold monthly sessions where under 17s can begin to develop their driving skills in a safe environment away from public roads. Despite the similar name there is no connection to the Under 17 Driving Club who have presented to group meetings in the past. In this case, Fareham Under 17 Driving Club, all vehicles are driving school cars fitted with dual controls rather than the vehicles of parents and sponsors.

The sceptic in me says that this is good business practice, to try and get a foot in the door with prospective customers, but all attempts to introduce young people to driving in a safe way should be applauded.



Mainly a motorist, but also a motorcyclist, I was annoyed by this parking in the only space reserved for motorcyclists in the whole car park. How bad must the driver's eyesight be to miss such large lettering on the tarmac?

Good news for members who live too far away to attend our normal meetings, we are a large group, the Committee want to trial streaming of meetings. If anyone with expertise in this area would like to assist with the trials please contact Paul Davies, our Chief Observer who is leading these trials, contact details on page 1.

**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](mailto:editor@csam.org.uk).**

Andy Wilson,

Newsletter and Website Editor

# CENTRAL SOUTHERN ADVANCED MOTORISTS

## 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 11 <sup>th</sup> October 7:30pm	AGM 2022, Simon Boyd, IAM RoadSmart Programme Director is to come and speak to us. He will be able to inform us of all the various initiatives and changes IAM RoadSmart are planning.	BC
Saturday 22 <sup>nd</sup> October 9:30am	Observer Training Day (Any one not currently an Observer but interested in becoming one should contact our Chief Observer, contact details on page 1.	BC

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

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

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

## From Our Chairman



### Where to start...

For those of you unaware of my personal situation, over the last eighteen months I have lost four close family members, including my beloved wife, Jacqui, who lost her short battle with cancer in May. This is why I have not been attending events, observing or as with the last newsletter, writing.

I am now slowly reengaging with CSAM again, starting with the Chair role before moving back into observing next year. With your good graces, I hope to be in the Chair role for another year beyond this AGM.

Speaking of the AGM... as is customary, there will be members of the committee who will be standing down, and other members of the group standing up to do their part to help keep the group running smoothly. The need for volunteers to help with both the committee and observing has never been greater as we come out of the pandemic.

I know I mention this a lot in the newsletter, and I will again in my AGM update, but the need for a flow of volunteers is crucial to the survival of the group.

I therefore urge you, if you care about the longevity of the group, to please come forward and volunteer to serve on the committee for a few years. Otherwise, we will face the same

existential crisis that has beset many other groups recently causing them to close. I cannot stress this enough.

Our mission has never been more important, especially as driving is resuming post pandemic. This was brought into sharp focus for me while driving to the railway station a few mornings ago... a tale of courtesy, or lack thereof.

Tuesday is one of my regular days in London, it is also bin day on one of the roads I use. The bin lorry was on the other side of the road, travelling towards me at a steady 2mph plus or minus as the waste operatives emptied bins into it. As I approached, I saw a steady stream of cars overtaking it, so I slowed as I approached; as they kept streaming past, I had to come to a complete halt. The traffic behind me started to build as the oncoming traffic continued streaming past, without any consideration for others. But, the driver of the bin lorry kept on at his slow pace... Then came the "interesting" moment when the final overtaking car did not have the space to pull in as the gap between me and the bin lorry reduced. He was left stranded on the wrong side of the road having failed to check if his overtake could be completed. Of course, his frustration was taken out on me (who had now been stationary for some time and had nowhere to go). We had to wait until the bin lorry kept going at its slow pace, clearing me and he could pull back in behind it. During this time I was on the receiving end of a variety of hand signals, none I which I recognise from the Highway Code.

We are all of course subject to the bad driving of others, and in small doses the best thing to do is just let it go, but here I was so astounded by the lack of courtesy, en masse, from the oncoming drivers that I felt it worthy of sharing.

This was a clear sign to me that our work is far from done. There was so much that was so wrong...

To make us feel a little better though, this did not happen on the CSAM patch.

Stay safe,

David Mesquita-Morris

Chair



Are you sweating whilst putting fuel in your car; feeling sick when paying?

You have got the carownervirus

What do you call a Spanish man who cannot remember where he parked his car?

Carlos

# CENTRAL SOUTHERN ADVANCED MOTORISTS

## Chief Observer's Corner



I hope we have all had a good summer – it seems to have gone quickly!.

Its good to see observing back in full swing and we have had a consistent stream of associates being put forward for test and passing!

Between the beginning of June and the end of August we have had 8 associates pass their Advanced Driving Test , 6 with F1rst. This is an excellent achievement and my congratulations go out to them all. We are trying to invite associates that have passed their test to local meetings or the AGM to recognise their achievement with an award ceremony. We look forward to seeing as many members as possible!

The new edition of the Highway Code continues to attract attention. A recent survey by IAM suggested that 20% of drivers were unaware of the changes, and a recent survey of AA members suggested that 61% of respondents had not even read the new guidance, with just under 10% again, not even aware of the changes. You can read more about the changes [here](#).

Living in West Sussex, we don't have much opportunity to use motorways much, unless on a longer journey. On a recent trip to the midlands, via the M25 and M40 it was noticeable how many drivers still fail to use lane 1 when not overtaking, resulting in vehicles bunching up to use lane 3 to overtake, or worse, cars undertaking vehicles in lane 2. This obviously increases the risks of accidents from poor observation and lack of awareness and increases frustration from drivers – I then had reason to use the newly completed 'Smart' M27 Motorway and observed many cases of drivers effectively refusing to use the newly created Lane 1 (old hard shoulder) for normal driving – choosing to stay in Lane 2 or even Lane 3, causing all the same issues highlighted above. Unlike the continent, we do not seem to educate our drivers effectively to use lane 1 unless overtaking, something in France and Germany that is done consistently and mainly courteously. I am hoping recent announcements that the government are planning more communication and education on motorway driving will help improve this situation, meanwhile, heightened observation and awareness is needed, and regular breaks are required to maintain attention and ensure you are fit to drive.

Unfortunately we have had to cancel a couple of the Sunday public assessment sessions at Chichester this summer. This has been due to a lack of volunteers to cover the event, and observe the drives. We are hoping to put one on in October and will review how we maintain opportunities for associates and members to have check drives.

Paul Davies

Chief Observer

## Membership Mumbblings!

The days are definitely getting shorter now and with it, the driving conditions become more demanding. Remembering the maxim, "Always be able to stop on your side of the road, in the distance you can see to be clear" (Or half the distance on single track roads) tells us we need to slow down as the light fades especially if oncoming headlights dazzle. Before

heading out, I always take a moment to ask myself, "What sort of conditions am I likely to meet, how should I adjust my approach to accommodate them". If you are giving spoken thoughts, it's a really good opening paragraph to set the scene along with the mechanical characteristics of the vehicle. How do you adjust your driving?

To our membership numbers. We have 256 members in total which includes 172 Full members, 16 Fellows 58 Associates. I would like to congratulate and welcome 11 recently qualified associates: Dale Botterill, Paul Fosberry, Tony Harper, Helen Hedger, Dawn Kitson, Terry Mills, Thomas O'Maoileoin, Jacqueline O'toole-quinn, Lucy Penn, Richard Perry and Robert Simmonds. Also, a warm welcome to our 12 new associates: Jacob Bate, Faread Bidgood, James Bracey, Vernon Ellis, David Maloney, Christine Mant, Virginia Phillips, Gerard Phillips, Tina Rassam, Jacob Stronge, Anita Talley and Nigel Townsend – I hope that you are all enjoying the process of becoming an advanced driver.

David Stevens

Membership Administrator

## Associates' News



Since the last Newsletter eight Associates have completed their course. This compares to nine Associates in the previous reporting period. We are very pleased to report that seven of the eight passed with a F1rst. We have forty-five Associates allocated to Observers and of these three are already Test Ready. One of the three has a test date later in September, one is allocated to an Examiner awaiting a Test Date and the other is waiting for an Examiner to be allocated.

Unfortunately, we were unable to run the monthly Chichester sessions in July and August. This was partly due to holidays, but also lack of someone to tow the Mobile Display Unit from Horsham. We still have not resolved this issue and will probably have to cancel September and then look for a solution to enable us to re-commence in October. These sessions are a great opportunity for a new Associate to obtain an Observed Run whilst on the Waiting List and with the average waiting time being up to three months it is important that new Associates have this option.

In this reporting period ten Associates have joined CSAM. Our Waiting List for Observers currently stands at eight which is one down from the last report. As mentioned above, the average waiting time for an Associate to be allocated disappointingly remains at three months. Although this is somewhat dependent on where the Associate lives. Those in the East of our region being more likely to have a shorter waiting time.

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

John France

Associate Liaison



# CENTRAL SOUTHERN ADVANCED MOTORISTS

## News from Worthing Hub

We were very pleased to welcome PC Isabella (Izzy) Schofield and PCSO Emma Newberry to our regular meeting in Worthing. They had primarily come to talk to us about the law and e-scooters. However, after outlining the law in relation to e-scooters they went on to speak about policing in general and some of the issues that they are facing at present. They were very willing to answer questions from the floor and there were many of those!



After a refreshment break we were pleased that Tim Lincoln, an IAM RoadSmart examiner, was able to speak about the Advanced Driving Test as well as the Masters qualification.

Our next meeting is on Thursday 10 November at 7.30 pm. Do put it in your diary! We are hoping to welcome Matt England who is the Emergency Services Collaboration Manager for South East Coast Ambulance Service (SECamb). As Collaboration Manager he liaises with the other emergency services.

Sally Holmes  
Worthing Hub  
[worthing@csam.org.uk](mailto:worthing@csam.org.uk)



John Robbins receiving his certificate from our Chairman David Mesquita-Morris at a recent meeting at Worthing. His Examiner was Adrian Short and Observer was Phil Coleman.

# CENTRAL SOUTHERN ADVANCED MOTORISTS



Howard Paton Barnes also receiving his certificate from our Chairman David Mesquita-Morris. His Examiner was Adrian Short and Observer was Peter Buckley



Jeff Lister, who achieved a First, receiving his certificate from our Chairman David Mesquita-Morris. His Examiner was Tim Lincoln. Jeff's Observer was Paul Davies.



## Going Electric

Around a year ago, with less than twelve months until the warranty expired on my SEAT Ateca 1.5 DSG, I decided to start looking around for a replacement. The Ateca had served me well, my first new car, had been on a couple of road trips to the north of England and the continent but with the prospect of having to get an MOT, new tyres and the enhanced value of second hand cars owing to the pandemic it was time to move on.

After watching numerous YouTube reviews and reading several motoring publications I narrowed my choice down to a Cupra Formentor V2 1.5 DSG and a Volkswagen Tiguan 1.5 DSG Elegance. Both cars, like my Ateca, were VW group products.

Prior to this, during Covid lockdown, the car showrooms were closed and new cars were only available on a click and collect basis. Personally I like the human interaction in order to strike the best deal on a face to face basis and so I continued to monitor the market but not. Also during lockdown, after a few delayed starts, Volkswagen quietly launched their then first fully electric car-the VW ID.3. It was a fantastic looking car but I knew it would be beyond my financial means.

First test drive in the Cupra Formentor was fine, a beautiful looking head turner of vehicle with a great driving position. The salesman offered me a reasonably good deal since Cupra and SEAT shared the same dealership and I went away to think about it.

Next I went to my local Volkswagen dealer to discuss the Tiguan with a salesman. On my first visit there were no demonstration models available and so an appointment was made for the following Saturday morning. I'm a fan of Carwow, a car price comparison site, and whilst my VW dealer no longer participated in Carwow they said they'd basically match what they offered from other dealers should I want to buy one. The salesman and I had a long chat about cars and he told me how impressed he was with his company ID.3 full electric (great I thought but I'd never be able to afford one).

On the morning of the Tiguan test drive (15 August 2021) I decided to have a quick look at the Carwow configurator for the VW ID.3. I typed in my preferred model (Family Pro Performance 58kwh 204PS) and optioned alloy wheels and a heatpump (greater cold weather efficiency). I was then pleasantly surprised to discover that VW had recently reduced their prices which then made the car I was interested in eligible for the OLEV grant (£3,500).

When I arrived at the dealership I mentioned to the salesman that after test driving the Tiguan I'd like to try the ID.3. He then said to me that I should try the ID.3 first since the Tiguan would be just like my Ateca.

I was then given the keys to the ID3 and told to take it away for up to an hour on my own. Needless to say that I was blown away by the ID3, it was an amazing car to drive with lots of technology and plenty of space inside (indeed it has the exterior size of a Golf and the interior size of a Passat).

At the end of the test drive I told the salesman that was really impressed but that despite my recent promotion at work it was unlikely to be within my budget. He agreed to phone me later in the day with some number (secretly I really wanted it!).

That afternoon the salesman called. After going through all the numbers on the phone I was literally £3 adrift. I then returned to the dealership in person, paid a small deposit and placed my order having secured a VW contribution, a carwow discount, the government grant, free door mats and an Autoglym paint finish. Furthermore I felt I was making a contribution towards addressing climate change by reducing my emissions as well as saving about two thirds of my fuel costs. I was also speculating that with internal combustion cars being phased out by 2035 I was getting ahead of the game.

It's worth pointing out that both the Cupra dealership and the VW dealership warned that owing to a worldwide shortage of semiconductors (microchips) I was looking at a 4-5 month delivery. During the pandemic many people stayed at home and bought iPads, laptops and Xbox. This meant that the manufacturers of microchips had to reengineer their production facilities since there were less people buying cars. Following the ending of lockdown (and the destruction of a factory that made a large proportion of the worlds microchips) there was now a worldwide shortage that was causing delays to car manufacturing. Indeed some manufacturers such as Peugeot were replacing glass dashboards with older style analogue ones to get around it.

As August 2021 slipped into September and then October I used to drop into the dealership for a natter with my salesman for a progress report about once a month. At times I probably annoyed him but he was always very obliging and would check my order status in the VW system. I also joined the VW ID3 online forum and Facebook group where I was able to share my delivery delay with other future customers.

By the end of the year VW had built up a huge backlog of orders for the ID3, withdrawn it from Motobility and rationalised the range to less models. The government grant had been substantially reduced for new orders. On the positive side I was told that my order was still going to be honoured and that I'd probably get a 22.5 model spec with plusher interior, park assist the latest version 3.0 software (which I did get).

By the start of 2022 I had a build date with an indication that I'd probably take delivery early April with a "22" registration. At the same time the government announced they were going to phase out the government grant of £350 for home chargers by 31 March. (A home charger is linked to a smart meter and charges at 7kwh compared to a 3 pin "granny" charger which is less than 2kwh).

I then contacted my energy provider Octopus energy (who had kindly already moved me onto their Octopus Energy Go tariff which is used to charge off peak at 5p per kWh 0030-0430) to arrange for a home charger installation before the deadline. (They also had a promotion running with VW which equated to my first 8,000 miles for free!)

Everything was looking good for the spring until 24th February when Russia decided to try and invade Ukraine. VW like many manufacturers have plants that produce cars and components around the world. The wiring harness for the VW ID3 is made in Ukraine. As the factory was being subject to air raids production was temporarily halted. Thankfully once things stabilised production resumed but it obviously caused production delays with reports of ID3 being part manufactured and put to one side until the microchips and wiring harness components were available.

# CENTRAL SOUTHERN ADVANCED MOTORISTS

Finally at the end of April my salesman advised that my car had been produced, it had a VIN number, and was being transported from the Zwickau factory (former home of the Trabant) to the German port of Emden for shipment to Tilbury.

Things then started to move fast, a further update advised my car was in the country, then I was sent a video clip of it being unloaded from the transporter, a number plate appeared and a collection day (17 May) arranged.

In summary it was a long nine month wait for a car that was technologically the most advanced car I'd ever owned whose production and delivery was delayed by the pandemic and the war in Ukraine. It was certainly worth the wait, I have no regrets, and it's probably the best car I've ever owned.



Tom Stringer

## **WILL TRUSS SCRAP SMART MOTORWAYS?**

During Liz Truss' bid to become Prime Minister she labelled smart motorways a failure and said she would also review motorway speed limits which begs the question as to whether 80MPH or greater is back on the agenda.

She said she would 'look into' changing change speed limits on the motorway network from mandatory to advisory but stopped short of stating she would scrap limits entirely. The current speed limit on British motorways is 70mph, although the limit can sometimes be lowered by operator National Highways. She criticised smart motorways and suggest they could be scrapped if she were in Number 10 which of course she now is.

She told Conservative Party members:

'I absolutely think that we need to review them [smart motorways] and stop them if they're not working as soon as possible. 'On speed limits, again, I'd be prepared to look at that. I can't give you a precise answer but I do believe that the smart motorways experiment hasn't worked.'

(From Graham Feest Road Safety Consultancy Newsletter)

## **PROPOSED CHANGES TO DRIVER LICENCING**

The Government is considering changes to driver licence regulations to include vehicles up to 7.500 to be driven on a category B licence entitlement (ie the basic car driving licence) which will have the effect of permitting the current 3.5 limit to be extended to 7.5 which is where it was up until 1st January 1977

A call for evidence has been launched on a range of options and the DfT is gathering views from a wide range of stakeholders. I rather fancy that for "Call for Evidence" means "Consultation" on doing it and more so that it was EU driving licence directives which brought about the initial change on 1st January 1977 restricting drivers to 3.5 tons and there has already been a statement to the effect that many of the EU driven laws will be repealed.

Other proposals being considered include: creating a formal register of HGV driving instructors; publishing pass rates for HGV instructors; and allowing mechanics who already hold a HGV licence, to drive vehicles such as buses and coaches for repair purposes.

The consultation runs until 28th October 2022.

(From Graham Feest Road Safety Consultancy Newsletter)

## **Changes to Police tolerances to speed limit enforcement**

Following new, stricter speeding rules where the Metropolitan Police have reduced their speed tolerance threshold, thousands more drivers could be set to receive legal action.

Drivers will now face prosecution if they break the limit by 10% plus 2mph. The tolerance limit was previously 10% plus 3mph.

The Metropolitan Police had not directly announced any rule changes to speed tolerance before they came into force.

In UK driving law, a speed tolerance means that a driver gets a small amount of leeway for driving over the limit before a camera activates and a driver is penalised.

The Met did state that no matter the threshold, all drivers should stick the speed limits and never exceed them.

According to a report from This Is Money, the new rules could result in more than 347,000 drivers being prosecuted for speeding between January and June this year. This would be a 259% increase compared to the six months before the new rules came into force.

The Police force said: "Posted speed limits are the maximum speed that road users should travel at any time irrespective of the speed threshold that police commence enforcement action."

Data from The Fédération Internationale de l'Automobile (FIA) has revealed that up to 50% of drivers surpass the speed limit – highlighting why there has been an increase in the number of cars caught speeding since the changes.

The FIA have announced that they believe that a 5% reduction in average speed could decrease the number of fatal crashes by 30% – further showing the importance of respecting the limits.

According to guidelines issued by the National Police Chiefs' Council (NPCC), all UK drivers should be given some level of leeway on our roads.

However, there are discussions to review this policy in the years ahead, with changes yet to be ruled out.

No matter where you are in the country, it's important to know the speed limits in the UK – and the punishments for exceeding them.

With thousands more drivers expecting to receive speeding fines, the RAC urges drivers to be aware of the tolerance changes. You could also be on the receiving end of a Fixed Penalty Notice if you're caught speeding.

Speed cameras are situated across the UK, and are there to catch citizens breaking the law.

Although the vast majority of vehicles on our roads are able to reach speed far beyond the limit – in the future, it may not be possible.

Earlier this year, it was announced that speed limiters must be added to new vehicles made in Europe – as part of plans to reduce road traffic accidents.

(From RAC Members Newsletter)

## Letters to the Editor

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



What part of a car is the laziest?

The wheels, because they are always tyred!

What do you call a Ford Fiesta that ran out of fuel?

A Ford Siesta!

What's a car's favourite meal?

Brake-fast!

Why can't cars play football?

Because they only have one boot!

What sound does a witch's car make?

Broom, broom!

What type of car does a chicken farmer drive?

A coupe!

What type of car do sheep like to drive?

A Lamborghini!

If you don't like these jokes it's your own fault, send letters.



# CENTRAL SOUTHERN ADVANCED MOTORISTS

## USEFUL RESOURCES AS HYPERLINKS (Click or tap on the darker blue text)

[CSAM website Homepage](#)

[CSAM Newsletter page](#)

[IAM website homepage](#)

Driver & Vehicle Standards Agency, sign up for [Highway Code email alerts](#)

[Operation Crackdown](#), operated by **Sussex Police**, or [Hants SNAP](#) operated by **Hampshire Police** where drivers can report illegal/unsafe driving. For Nation Wide reporting by submitting dashcam footage website use the portal of dashcam maker [Nextbase](#) your camera does not have to be a Nextbase to be able to use this portal.

[Online Highway Code](#)

(There are some other interesting links here, too)

[Online pdf of Highway Code to download](#)

Searching depends on the device and the pdf reader in use

Hard copies of the [Highway Code](#) may be purchased here but this is printed on dead trees and has no search facility

For anyone who may be interested in [becoming an Observer](#)

If you are interested in taking a current version of a [Theory Test](#)

Suggested Advanced Driving videos, anything by [Reg Local](#) or [Chris Gilbert](#) on YouTube, both have worked as advanced police driving instructors.

### PLEASE NOTE

The deadline for contributions to the next Newsletter is 30th November 2022

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