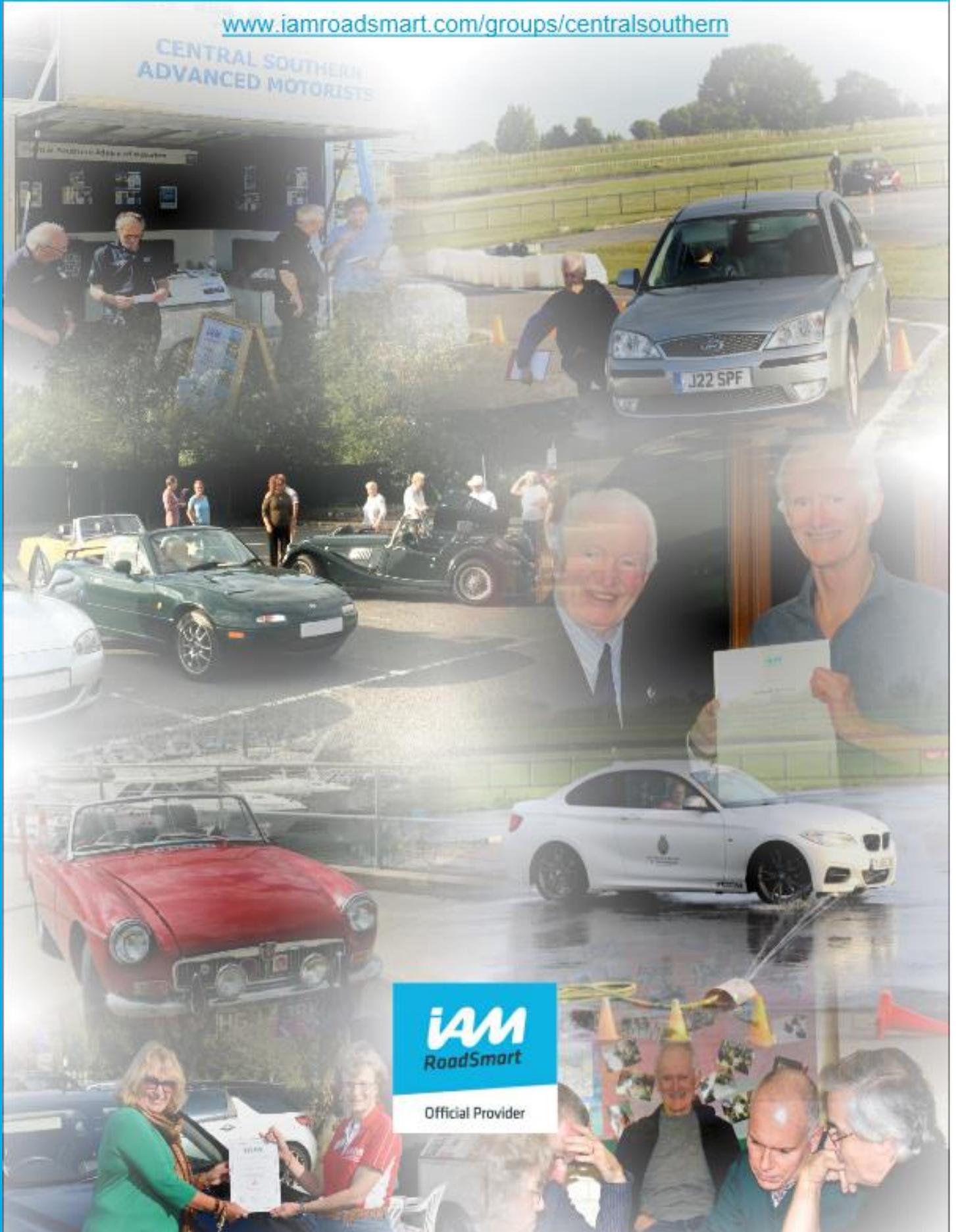


Spring Newsletter

CENTRAL SOUTHERN ADVANCED MOTORISTS

www.iamroadsmart.com/groups/centralsouthern



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From the Editor



Hi everyone and welcome to our Spring Newsletter of 2020.

In this issue you will be meeting our new Acting Chairman, David Mesquita-Morris. Welcome to this new role David.

As I pen this we have lived through storm Ciara and are awaiting storm Dennis. With the naming of this storm Dennis my thoughts straight away go to our President and now also one of our Examiners, Dennis Clement, so I take the somewhat belated opportunity to congratulate Dennis on becoming an examiner to add to his long list of other advanced driving qualifications.

The storms brought me some damage to fencing and a couple of detours whilst driving, I hope that our readers suffered nothing more serious.

The following recent message which I received from one of our members may be a timely reminder to some of our other readers.

"January, and my annual car insurance reminder arrived on the screen from Surety, with the all too familiar hype in increased premium - £100 up on the previous year and a change to the named provider. A telephone call to Belfast followed, where we discussed this increase which I felt to be excessive - I'm not keen to be funding other driver's mishaps! It was well worth the lengthy and helpful discussion as a re-quote through my existing provider returned the premium to almost the same figure as the previous year; a good result. That all important telephone call can be time well spent. Derek Williams"

My reply to Derek was as follows;

"Thanks Derek, This reflects my own experience, every year I have to get a comparison quote and then go back to Surety who will then try to match the new quote. Whilst in my case the revised quote was still slightly more than my best quoted price I did renew with them. I remain with Surety because they specifically cover all that I do whilst Observing."

Whilst it is wise to obtain further quotes prior to renewing with an existing insurer I am sure that many of our members select insurers other than the cheapest for a variety of reasons.

This could be the start of a "Letters to the Editor" section in the future.

How much do you check what your garage tells you when you have your car serviced or repaired? I recently had a second year service on my Skoda Superb, whilst the car was in I received an emailed report suggesting I had one new tyre on the offside front wheel because the existing tyre was down to 4mm of tread depth and would probably fall below the legal limit before my next service, they included a quote for a tyre and fitting. I politely declined the offer and when I went to collect the car asked why they

had quoted for a single tyre which would not match the one on the near side wheel on the same axle? I was told that that was all they had in stock of the correct size. I let them know that I would prefer to be also quoted for a matching tyre even if it would require a couple of days wait for availability rather than be left with tyres which did not match on the same axle.

The tick list which I was given with the service paperwork showed that the car had been road tested so I was interested to check the dashcam footage when I got home and was disappointed to find that the road test was only the drive from the workshop to the parking bay, a short drive when the car would not have got out of second gear. Furthermore on checking the tyre wear I found that the reported 4mm tread depth was 5.5mm, as if the technician was measuring to the moulded in wear indicators rather than the full tread depth, this would be the more generous assumption rather than to suggest he deliberately understated actual tread depth.

My disappointment was reported back when they emailed me and asked me to complete a feedback questionnaire and, although I ticked the box inviting them to call if they wanted to discuss my feedback further, so far this has not happened. My personal policy has been to use main dealers for servicing while a car is under manufacturer's warranty but needless to say I will be looking for a good independent specialist once the car is out of warranty.

I would also like to take the opportunity to ask you all for contributions of articles or fillers for use in future issues of this newsletter, contributors both old and new can please forward their work to my newsletter email address, newsletter.csam@gmail.com.

Andy Wilson, Newsletter and Website Editor

From Our Chairman



Before I say anything else, I would like to extend a huge "thank you" to Tony Higgs for all his work as Chairman, I think his efforts can best be summed by Stuart Haythorn, our Area Service Delivery Manager who told me: "I'm sure that you'll enjoy your role with CSAM which has been left in a very good place under the care of Tony, his predecessors and the enthusiastic team". I feel privileged to be joining one of the best performing groups in the country.

For those who don't know me, which I'm sure is the vast majority, I have recently moved to CSAM from Guildford Advanced Motorists (GAM), where I was their Chief Observer and before that Vice Chairman. I am a National Observer, Local Observer Assessor and also a Masters Mentor.

My CSAM interactions prior to joining have been numerous: Dennis Clement, was my Masters Mentor back when I took the course and expertly guided me to a good result;

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I later ran into Dennis and Duncan when I joined the IAM RoadSmart Strategy Group, and have seen various committee members at national and regional conferences over the years. Finally, Phil invited me to an Observer training session back in 2018 where I teamed up with Oliver Farley and a couple of other Observers. So all this with the fact that I live in Loxwood, (just inside the CSAM patch), joining the group was really inevitable.

Like most of us, I have a passion for driving, whether for the daily commute or the more adventurous journeys - our trusty Touareg can be seen most summers crossing Alps en route to somewhere in Italy. Last year, we had a beautiful tour through the Loire Valley, the Ardèche, over the Mont-Cenis pass to Italy and home via the Great St. Bernard pass and Switzerland. A 2000+ miles trip with the added pressure of a telematics device in the car reporting back to IAM HQ – mile after mile of mountain hairpin turns test one's IPSSGA execution to the limit!



When not engaged in IAM RoadSmart related activities, I work in long-term strategy and planning of information technology for a large European bank, based in their London offices at Canary Wharf. Having spent over 30 years working many facets of engineering and technology, I'm sure a little of this will rub off on CSAM.

I hope that gives you a little better understanding of me; I now look forward to getting to know you all.

Finally, I would like to encourage any members interested in becoming more active in the group to please drop Phil Coleman or myself a line for observing and committee activities respectively. We are always looking to add to the Observer corps and Tony's sudden resignation has highlighted the need for committee succession planning.

David Mesquita-Morris

Acting Chairman

Central Southern Advanced Motorists

Chief Observer's Corner



Associates

This reporting year from 1st September 2019 we have had 12 Associates pass their tests, congratulations to our new members and their Observers.

We have 60 active Associates assigned to Observers and working their way through the course. There are 4 Associates currently on our waiting list, we will be assigning these Associates when suitable Observers become available.

The last Northgate Sunday sessions was 8 December and our next on is 8 March. We welcome all Associates, Members and members of the public to take advantage of a free run with one of the Observing team. I hope that all members will encourage their friends and families to take advantage of this excellent service, we love to see new faces and to say hello to old friends. If you would like to book a place please contact me at chief.obs.csam@gmail.com.

We held a new members celebration evening 26 November 19 for newly passed members, the evening was well attended by 25 people included Amanda Smith, IAM Head of Field Service Delivery, Stuart Haythorn, IAM Area Service Delivery Manager and his wife. The evening was a very successful and sociable evening. This was the first time that we have run an event of this kind and I'm sure that it will become an annual event in the future.

Observers

We have a team of 37 Observers.

- There are 18 National Observers, this is increased by one since Oliver Farley passed his National Observer assessment 28 January, congratulations Oliver.
- 16 Local Observers. Two more Local Observers have started their journey to become National Observers.
- 3 Trainee Observers are working to become qualified.

We are always looking for more volunteers to become Observers, if you are interested please get in touch, you can contact me at chief.obs.csam@gmail.com.

Initiatives

CSAM hosted a meeting 10 December 19 for Chair and Chief Observer for six local groups, three car and three motorbike groups. The meeting was jointly arranged by Stuart Haythorn and Tony Higgs. In my view it was a great success with all attendees contributing to a very interesting discussion of our shared issues and how we address the challenges confronting us. Going forward I hope that sharing our solutions will help each other. I will be inviting Observers from Guildford, South London and Worthing groups to our next Observer Training day to keep the momentum going.

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I'd like to draw your attention to the Fellowship program. If you have ever thought that your skills aren't as sharp as they used to be, why not become a Fellow, after the initial retest (if your last test was more than 3 years ago) and then for the meagre cost of £13 per year you can get retested every 3 years. The CSAM Observer team are always happy to give you a couple of free runs and guidance to make sure you are still up to test requirements. The other advantage is that the IAM Surety car insurance recognises you as a Fellow and passes on improved rates.

Phil Coleman

Chief Observer

Membership Mumbblings!



It seems like only a few days ago that I wrote my last newsletter article and I found it really interesting reading the last article to see how much has happened over the last 12 weeks. It may seem a long time ago now but I hope you had a lovely Christmas and were able to spend it with friends and family. It was certainly a different period for me this year but fatherhood is still as fun as ever, experiencing a lot of "first" moments, and becoming more capable at the new challenges faced. We do have a routine in place now but I am sure that will change when I start my new job in February.

Looking at our membership figures, Central Southern Advanced Motorist currently have 294 Full Members, 66 Associate Members and 1 'Friends' Member giving a total membership of 361. While on the subject of membership, there is going to be a change those renewing your membership fees via Direct Debit. The usual process has been that IAM Roadsmart have taken a Direct Debit on the due date for your IAM Subscription (Member £36/ Fellow £49) followed by a separate Direct Debit one month later for £10 which is your separate CSAM subscription. There is going to be a change to those of you renewing, as an impact of implementing a new IT system, IAM Roadsmart will be unable to collect any CSAM subscriptions from March this year.

Unfortunately, CSAM is unable to set up Direct Debits. The best way, therefore, to collect your £10 CSAM subscription is for you to set up a Standing Order payable annually, on your usual renewal date, to CSAM. If you do not wish to use a standing order please make a note in your diary of your renewal date and pay your subscription through a BACS transfer or by sending me a cheque. I will be in contact nearer your renewal dates to help you with the process.

Apologies for any inconvenience this causes but the change is outside of our control. Your continuing support for our Group is greatly appreciated and your subscription helps us to continue to deliver our core objectives to improve road safety and to provide the coaching which helps people to pass the Advanced Driving Test.

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Passing the Advanced Driving Test does not need to be the final step in improving your driving ability. There are many options from refreshers, to signing up to become a Fellow or taking the ultimate challenge of undertaking the Masters Test. Anyone with even a slight interest I really recommend to have a look. On December 5th 2019 I sat my requalification assessment for the Masters. It was a mixture of nerves and excitement to the test location on a cold overcast day with an overnight frost leaving very damp leaf coated surfaces. I am sure I am not the only member who wishes for a dry sunny day to sit an advance driving test but I was up for the challenge.

The drive was over 90 minutes long along a mixture of A and B roads of varying conditions requiring continuous commentary (a few breaks to rest the examiners ears from my dulcet tones) and driving to the standards of Roadcraft. There were some interesting challenges from a cyclist weaving through traffic to a HGV parked down a country lane but the course teaches you accuracy and precision to look ahead and manage hazards with finesse and ease. I came away with a thoroughly enjoyable drive, a very detailed debrief, learned something I should have known years ago about dual carriageways.

I would like to add a personal thank you to Gary for helping my achieve this and spending several Saturday mornings ironing out my bad habits and giving me the confidence to push myself to my limits. I have learned so much and so grateful for your time in achieving a distinction.

Finally, 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.

Safe Driving

Matt

Membership Secretary



A man walks into a mechanic's workshop and says: "When I am going uphill I can only get up to 66".

The mechanic replies: "66? That is pretty good!"

The car owner then says: "Well yeah, but I live at 74".

Associates' News



When the Autumn Newsletter was being prepared I was in the middle of taking over Associate Liaison. On the face of it a fairly straightforward task, or so I thought. I had never fully appreciated the extent of Glenda's contribution. Now, five months on, I do feel more comfortable and able to provide a proper update of what has been happening with our new Associates and those completing their ADT.

Since the start of September 2019 we have enrolled 28 Associates.

I am pleased to report that the majority of these had a short waiting time before being allocated to an Observer. We currently have 66 Associates allocated to Observers. Three Associates who have joined in the last four weeks are still waiting to be allocated. A further two Associates, currently abroad, will be returning to the UK in March when we hope they will re-start their courses.

Results since the Autumn Newsletter are as follows.

Associate	Location	Test Date	Examiner	Result	Observer
Thomas Coghlan	Burgess Hill	01/09/19	Andrew Pike	Pass	Mike Duffin
Peter Jackson	Chichester	17/09/19	Colin Thaxter	First	Maurice Upton
Joy Rendall	Chichester	25/09/19	Colin Thaxter	Pass	Maurice Upton
David Hooper	Crawley	27/09/19	Andrew Pike	First	Sheila Girling
Diane Bright	East Grinstead	03/10/19	Andrew Pike	Pass	Dave Stevens
Andy Monks	Chichester	23/10/19	Dennis Clement	Pass	Gordon Egerton
Louise Stone	Hove	13/11/19	Andrew Pike	Pass	Margret Preece
Sophie Orlans	Chichester	23/11/19	Dennis Clement	Pass	Alan Burt
Andy Fairweather	Brighton	07/12/19	Andrew Pike	First	Jean Clark
Tricia Young	East Grinstead	15/12/19	Richard Mansfield	First	Vince Clarkson
Andrew Peters	Waterlooville	17/12/19	Antony Johnson	First	David Milford
Kevin Bell	Hassocks	19/01/20	Richard Mansfield	Pass	Mike Duffin
Robin Geall	Chichester	31/01/20	Colin Thaxter	First	Bernhard Timbers
Linda Stanford	Pulborough	04/02/20	Richard Mansfield	Pass	John France
Dave Smart	Bognor Regis	05/02/20	Adrian Short	Pass	Duncan Ford

Many congratulations to both Associates and their Observers on these excellent results.

CENTRAL SOUTHERN ADVANCED MOTORISTS

I would like to take this opportunity to thank all those Observers I have contacted looking to place new Associates. Everyone I have approached has been very helpful and without his or her willing assistance my role within CSAM would be impossible.

You will have read that we have three Associates currently on our waiting list and I will be in touch with the best placed Observers shortly.

Thank you one and all.

John France

Associate Liaison



When the musician got in a car accident, his guitar was destroyed.

The accident was a Fender bender.

My daughter said I could never make a car out of spaghetti.

You should have seen the look on her face when I drove pasta.

I was walking down the street today when tow truck driver pulled up alongside me and said, "Excuse me, I'm looking for the accident site involving a van carrying a load of cutlery."

"No problem," I said. "Go straight down this road for 1 mile, then take the first left, and when you get to the fork in the road you're there."

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THE RACING FIESTA

Re-reading past cases is a bit like clearing out the attic - it is very easy to become side tracked as you go through the cases one by one, remembering the occasions and events as they happened.

One such case is that of a gentleman whom we shall call Malcolm Anders. He was the proud owner of a "T" registered Ford Fiesta. In 1992 he was travelling on a slightly uphill section of road when he was "clocked" by the Police using a speed camera, driving at 101.3 miles per hour.

All along, Malcolm admitted that he was going faster than the National Limit of 70 miles per hour, but strenuously denied that he was exceeding 100 miles per hour.

I was approached by a firm of consultant engineers for whom I had carried out a number of investigations. "Do you think" they asked "that a 1.1 litre Fiesta with 50,000 miles on the speedometer could travel at a speed in excess of 100 miles per hour?"

It does not sound very likely. However, there is only one way to find out, and that is to try it for yourself.

Arrangements were made for the car to be tested on a chassis dynamometer (rolling road) to see what would happen.

One of the clever things you can do with a chassis dynamometer is to simulate driving conditions on the road.

Before carrying out the test, the vehicle weight, air resistance and rolling resistance settings are entered into the dynamometer and the resistance offered to the vehicle is adjusted accordingly.

For reasons of accuracy, the tuning bay temperature was recorded, as were the local prevailing weather conditions, courtesy of Air Traffic Control at the local airport.

Prior to the main run, tests were carried out to determine the accuracy of the vehicle's speedometer and the vehicle speed per 1,000 rev./min. in top gear.

From these tests it was possible to determine that the vehicle had a speed of 15.85 miles per hour per 1,000 rev./min. in 4th. (top) gear. A simple calculation showed that the engine would need to develop a speed approaching 6,400 rev./min. in order to achieve the road speed at which it was alleged to have been travelling.

The speedometer showed, predictably, an increasing error against the true speed. At 100 miles per hour it was almost 8% fast.

As the markings on the speedometer dial stopped at 100 miles per hour, it would have been necessary for the needle to go "off the scale" at the alleged speed of 101.3 miles per hour.

Prior to the test, the engine was connected to a computerised tuning unit in order to record and monitor the engine's "vital signs", and not to put too fine a point on it, give early warning of impending catastrophic failure!!

On the first run, the dynamometer was set as follows:

1. Vehicle weight	1,800 kg
2. Drag	5.0 kW
3. Air resistance	1.85 kW

The test started, and I sat in the car driving it in top gear with the throttle fully open watching the speed rise. After three minutes, it was obvious that the vehicle could go no faster, and a maximum value of 5,450 rev./min. engine speed and 87.5 miles per hour were recorded.

The manufacturer's specification for this engine is 53 Brake Horse Power @ 5,700 rev./min. Although the vehicle had not attained the maximum quoted engine speed, it had come close (within 250 rev./min.).

A second test was run, where the values for drag and air resistance were halved. The maximum reading obtained after three minutes was 5,380 rev./min. with a corresponding road speed of 85.21 miles per hour.

Slightly slower than the first run. This was due to the engine developing a mis-fire in protest at the treatment it was receiving!

Case proven. This vehicle will not reach 100 miles per hour. My report was duly written and submitted. Almost by return of post came a letter saying that the Police were unimpressed with my report and would not accept my results and findings.

I asked the obvious question "why not?". Back came the reply; "ah well you see, this offence was committed six months ago and the vehicle being that much older will naturally be slower than when it was seen doing 101.3 miles per hour."

I like a challenge, so it was arranged that the vehicle would return for a further test. Firstly a run with the vehicle exactly in the condition in which it arrived, and secondly, I would personally tune the engine and give it the best chance it had ever had of breaking the sound barrier.

On the first run it achieved 5,066 rev./min with a speed of 80.29 miles per hour. Then the engine was tuned. On the second run the maximum values recorded were an engine speed of 5,731 rev./min with a speed of 90.83 miles per hour.

One final run was undertaken, although this time in the world of Alice in Wonderland.

The weight setting was reduced to 1,000kg. (from 1,800 kg), and both the air resistance and rolling resistance were set to zero. We now had a vehicle travelling almost in a vacuum!

The result was a maximum engine speed of 6,054 rev./min. and a top speed of 95.95 miles per hour. During the test the engine started to make some very unpleasant noises in protest, and the run was terminated before the three minutes had elapsed. There was no point in destroying the engine.

The result of all this testing showed that the vehicle could not have achieved the alleged speed at which it was said to be travelling, even when the rolling and air resistance were removed. (Readers will know that the air resistance rises as the cube of the speed).

On a long downhill stretch of road, on a windless day and with a foolhardy driver I doubt that the magical speed of 101.3 miles per hour could have been achieved.

Enquires showed that this offence had taken place not on a downhill stretch of road, but on a slightly uphill section with a large radius bend. Not the most likely place to achieve that sort of speed.

The supplementary report was written and dispatched, and back came the reply that the Police did not accept my findings. I must confess to being slightly mystified. This was not a particularly difficult or complicated piece of investigation, so why were my findings so contentious?

The answer came from the barrister defending Mr. Anders. The speed gun used was the latest type, and the Police were most anxious that its accuracy was not to be questioned. If the case against Mr. Anders were lost it would open the door to other and previous prosecutions for speeding.

This was an understandable worry for the Police - most vehicles caught speeding would be more than capable of exceeding 100 miles per hour, and therefore it would be the word of the driver against the evidence of the speed gun.

The case was heard in the West Country, and as you may imagine was hotly contested. The court found for Mr. Anders, and he was fined and had his license endorsed for exceeding the National Speed Limit - which he had always admitted to doing. The court accepted that his vehicle was incapable of achieving the mythical 101.3 miles per hour.

One of the problems which occurs with digital readout instruments is a condition often referred to as "digital aberration". This is where the wrong digit moves, for example, the digit measuring the "tens" moves when it should be the "units" digit.

As a personal observation, I think that common sense should have prevailed. When the reading was so obviously false, the Police officer should have pulled the vehicle over and had a good laugh with the driver and then given him a stiff warning rather than doggedly maintaining that the reading was accurate.

Douglas Wragg

(Many thanks to Douglas for this article, originally sent to our previous Editor Tina, I hope to be able to bring you more of his work in future issues, Editor.)

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A traffic cop pulled alongside a speeding car on the motorway. Glancing into the car, he was astounded to see that the young lady, who was driving, was knitting.

Realising that she was oblivious to his flashing lights and siren, the policeman wound down his window, turned on his loudspeaker and yelled, 'PULL OVER!'

'NO', the young lady yelled back, 'IT's A SCARF!'



This car was spotted by NW Motorway Police.

A spokesman added: "The driver was reported for a registration plate not being easily readable and was advised about condition of rear lights. Please make sure your registration plate is clear along with your lights so others can see you. A 30 second check would stop you getting a fine."

While there is no law against driving a mucky vehicle, the law is very clear when it comes to ensuring your number plate is easy to read.

The weather at this time of year means many motorists drive with their cars covered in a layer of filth due to grit on the roads and salty

water sticking to vehicles. But if dirt obscures your number plate, you could face a £1,000 fine.

GEM road safety officer Neil Worth issued a reminder about the law this time last year. He said: "A number plate must be readable and not covered by dirt. This is to ensure a vehicle can be identified as and when required.

At this time of year it's easy for a number plate to get so dirty that it cannot be read. This is usually caused by muck on damp road surfaces that ends up on the rear of a car.

Although there is no law against having a dirty car, the law is very clear when it comes to keeping your number plates clear; you are risking a fine if you allow it to become obscured."

Advice is to check on your licence plate before each journey and give it a wipe if needed.

Neil added: "It makes sense to get into the habit of giving your number plate a regular wipe – every day when conditions require.

Do the same for your front and rear lights, and you will be doing your bit for safety during this risky time of year."

(Perhaps BMW, in this case, should stand for Bring More Wipes. A rag and a small bottle of water in the boot should keep you out of trouble. Ed.)

Older drivers: Woman, 86, aces advanced driving test (Reported on BBC News)

An 86-year-old woman who has passed her advanced driving test with flying colours says she wants to challenge stereotypes of older motorists.

Thelma Bradshaw, from Alvaston, Derby, is one of the oldest women in the UK to pass the test. The Institute of Advanced Motorists' test examines a higher level of skills than the standard practical driving exam.

Mrs Bradshaw first passed in 1977 but she decided to take it again to prove she still could. This time, she was just one mark short of a perfect score.

The retired teacher said: "It doesn't matter how old people are, it's a question of how capable they are."

New Year - New Car? IAM Roadsmart Advice

There's no getting away with it – you really do need a comprehensive and detailed test drive to judge any new car's abilities.

Making the wrong choice could be a costly mistake, and one you could regret for years to come. Richard Gladman, Head of Riding and Driving Standards for the biggest independent road safety charity in the UK, IAM RoadSmart, has come up with a set of tips to help you make sure you make the right choice.

Not taking a test drive is a false economy.

We know some people aren't confident when trying out a new and unfamiliar vehicle and it's important to know you're not alone.

Here are IAM RoadSmart's top five tips to making test drives more enjoyable:

Sit in the car in the dealership for as long as it takes to ensure access, comfort and visibility is good enough.

Ask yourself: is the seat high or low enough, can I see over the bonnet?

Am I close enough to the steering wheel and able to operate the controls?

How good is the front, side and rear visibility?

Check the positions of the mirrors and adjust them accordingly.

You need to feel comfortable and focused in the car before you switch on the engine.

If you think it would help, ask a friend or family member to accompany you on a test drive. It might be less intimidating, and you can find out how the car feels to them.

If test driving a car with a child, make sure the child-proof door locks are activated, ask if your child seat is compatible with that car and ensure it is correctly fitted.

Some dealerships are happy to deliver a new car to your home so you can test it overnight or for the weekend. This will give you a better insight into living with the car, and they can only say no if it's something they don't offer.

Be firm, but polite if the salesperson tries to use the test drive as an extended sales pitch. This is your time to decide on whether this car is right for you.

Richard said: "Buying a new car can be an exciting time but be careful not to rush into any expensive decisions. Insist on a test drive that is representative of your daily driving and if that is not possible, you are always welcome to walk away. The salesperson is there to do a job which is to sell you the vehicle, if you feel pressured then make sure you take back control of the situation. Be confident in your negotiations and don't forget the car-mats, we all count it as an extra win if we get a free set of mats."

USEFUL RESOURCES AS HYPERLINKS

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PLEASE NOTE

The deadline for contributions to the next Newsletter is 30th of April 2020