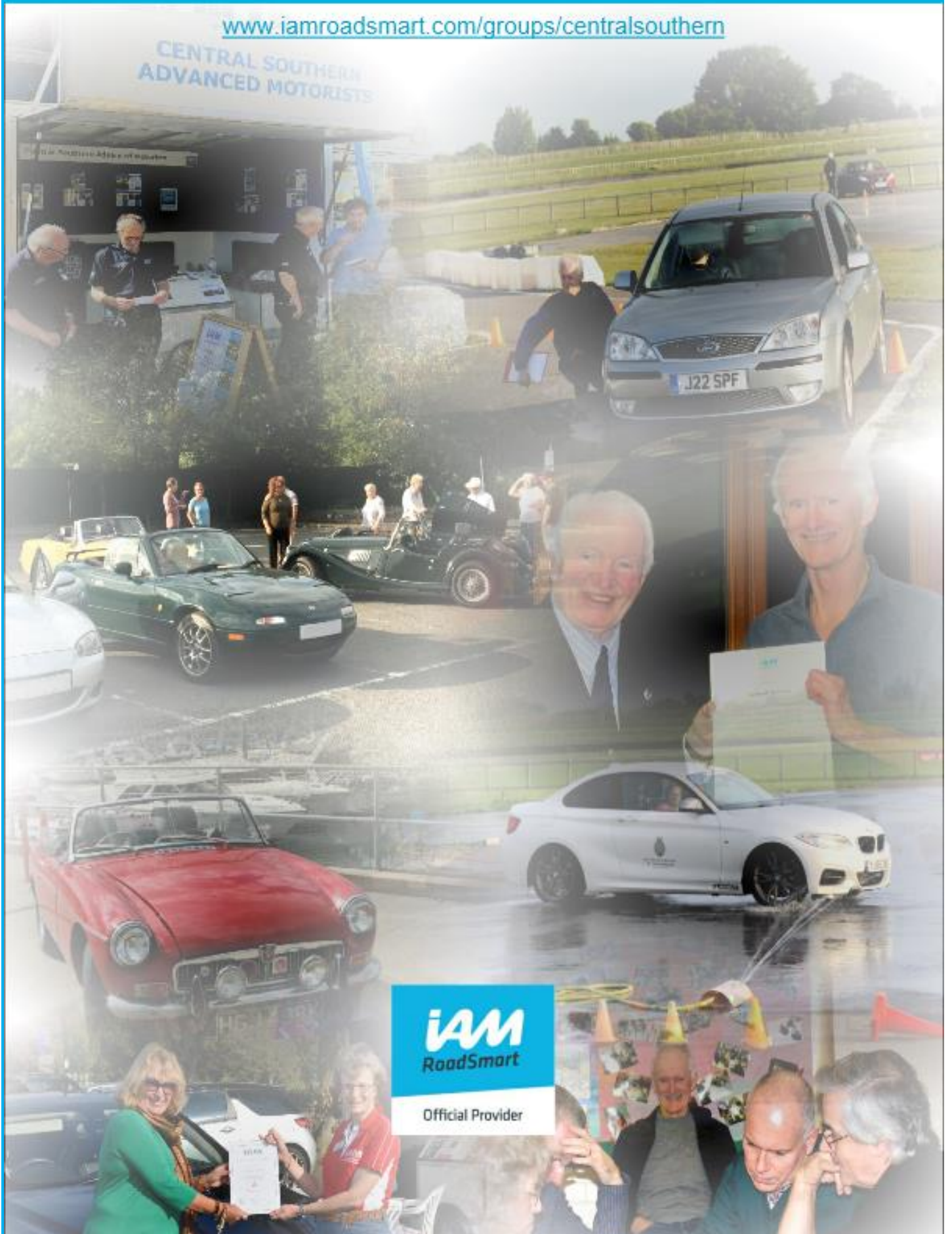


# Winter Newsletter 2024

## CENTRAL SOUTHERN ADVANCED MOTORISTS

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



# CENTRAL SOUTHERN ADVANCED MOTORISTS

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## From the Editor



Welcome to our Winter Newsletter.

With a view to cash savings at this time of year I thought that I would pass on my recent experiences.

I have been a member of the RAC for many years having first joined to get home after a puncture at the weekend on a motor cycle. Over the years I have been reminding them, at renewal time, that I have not called them out for many years and have been offered membership upgrades and extended membership periods to remain a member. As I still ride a motorcycle occasionally and also like to be covered for any vehicle I am driving or a passenger in I do keep this membership current whilst always looking to get a maximum period of cover for my money. This year I retained my upgraded membership and received an additional three months cover for my renewal.

I also always question my insurance renewals, I like to use Cornmarket because they include cover for my activities as an Observer, but do not want pay over the odds for this cover. Each year at renewal I run my details through a couple of comparison sites and then call Cornmarket to ask them to match or better the best deal that I have found. So far this has always resulted in a reduction of the premium cost compared to the original figure on the renewal notice.

When looking to replace couple of tyres recently I found that my best quote was the on-line company Black Circles. This company supply the tyres direct for you get fitted or delivered to a local to you tyre company who fit them at a time convenient to you for a pre agreed price at the time of purchase. You get to book a fitting appointment at the time of purchase so nothing is left up in the air. In my case I had the tyres fitted by my local ATS at a better price than ATS would have supplied and fitted themselves. I cannot say that they will always be the least expensive but as always, worth checking when shopping around.

**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



What's a car's favourite meal?  
Brake-fast!

Why can't cars play football?  
Because they only have one boot!

## 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 8th October 19:00	CSAM Annual General Meeting 2024	BC

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

### From Our Chairman



I cannot believe how quickly the time comes around to write the next newsletter article...

I'm incredibly happy with how the AGM went in October, though that seems like a distant memory now. For those that were able to attend either in person or online, I'm sure you'll agree that Richard Gladman from IAM RoadSmart was the star of the show and will be a very hard act to follow – I have my work cut out finding a speaker for next year!

I'd like to take this opportunity once again to thank Andrew Coop for his dedication and service to the role of Group Treasurer for the last three years. I'd also like to welcome Stephen Monk into the role. Stephen comes with a wealth of experience into the role and I'm sure will soon have his feet under the table.

I mentioned this in my last article and at the AGM, but have had only the most modest of responses, please do let me know what sort of events you'd like to attend and we will do our utmost to reinvigorate an events schedule.

As is usual for me over the Christmas period I'll be getting the miles in with trips to the West Country and Scotland. This brought to mind the joys of coexisting on the roads with all the other drivers at the busy times, and also recent experiences on the road.

It's so easy and tempting to moan about the general standard of driving, especially when some if it directly impacts us – the temptation to react is strong. But in these times, I'm reminded of something my father used to repeat (very often) during my childhood. It's called The Serenity Prayer and I'm almost certain you'll have heard it before:

*"God, grant me the serenity to accept the things I cannot change,  
the courage to change the things I can,*

*and the wisdom to know the difference."*

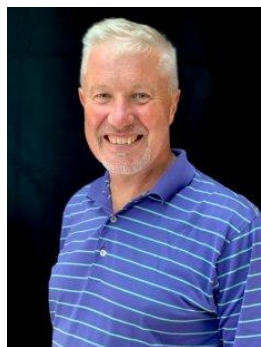
Now while I hold no particular spiritual beliefs, the message is not lost on me. When it comes to the behaviour of other drivers, the only change I can make is with the Associates sat next to me on an observed run. As for the others, particularly those that seem to want to drive me off the road on the narrow lanes of West Sussex, all I can do is hope that someone buys them the Advanced Driver Course for Christmas.

Wishing you a wonderful festive period!

David Mesquita-Morris

Chair

## Chief Observer's Corner



We have had another steady period over the autumn months with 9 associates taking their test during October and November, with 8 passes and one fail.

I would like to congratulate:  
Tracey Graves (Ian Thomas)  
Lewis Cooper (John Chisholm)  
George Hills (Paul Davies)  
Roger Moore (Phil Coleman)  
John Morgan (John France)

Mihail Yankov (Vince Clarkson)  
Jacob Stronge (David Stevens)  
Mike McFadyen (David Milford)  
(Observers in brackets)

I hope that the one person who didn't quite make the standard will consider retaking the test. It's a credit to all associates that they firstly sign up and do all the practice and learning required to cover the course and reach the standard for test. The skills acquired from the course really do prepare you to become a safer driver and recognition of this is well deserved. It is a skill for life. Occasionally we have a bad day – something we are all capable of – and we don't quite demonstrate the standard that examiners expect on the day.. As observers we are here to help and support everyone.

Most of the observer community got together for our 6 monthly training day at Billingshurst in October. It was a very successful day and with most observers attending, it was a chance for everyone to catch up with each other. We also invite some of our examiners and the IAM Area Service Delivery Manager also joined us on this occasion. A great recognition of the work we do and support for the group as a whole.. We will be organising our Spring event for April 2024.

I am also pleased to report that our trainee observer programme is progressing well and several of our current trainees are approaching readiness for assessment. Gaining more qualified National Observers will be a great addition to the group and I would like to thank everyone involved in supporting the trainees and the trainees themselves in getting to this

point.. We have more members expressing an interest in becoming observers and I plan to start a new training programme early in the new year. If you have already expressed interest I will be in touch and if you want to find out more, please do contact me..

As we look forward to 2024, we are also planning the time and work required to support our local observers – those qualified at local group level – to train and prepare for their National Observer assessments. This is required as the IAM have changed the way observers are qualified, and will be removing the Local Observer qualification from 31st March 2025.

I have again been travelling around the country a little more and this provides the opportunity to observe different driving behaviours in different conditions.

Last month we were up in Norfolk for a few days, staying in a very rural and remote area of north Norfolk. A couple of things struck me about driving behaviour:

A lot of the roads covering several communities are small single track roads, used by locals and trades supporting the community in the main and it was evident how much more restraint and consideration drivers took in sharing these small narrow roads with each other, pedestrians, and farm vehicles (a lot of them!) Speeds were lower, observation and anticipation was heightened and awareness and consideration of pedestrians much higher. Sadly I don't see this so much on the crowded country lanes of Sussex as everyone seems to be rushing or finding a short cut to somewhere, often with Mexican stand-offs for who is going to give way!..

Finally, it probably doesn't need me to remind all members of the group to ensure your vehicles are "winter ready".. and be prepared to reduce speed and be more aware of road conditions and how other drivers may not be so aware. Observation and Anticipation are important elements of the advanced system of driving and will serve us well if applied appropriately as we Plan our driving actions..

Have a great Christmas and New Year from all the Observer team!

Paul Davies

Chief Observer

[chief.observer@csam.org.uk](mailto:chief.observer@csam.org.uk)

## Membership Mumbblings

Winter feels to be firmly upon us now and some roads around us are really starting to suffer. This year, I've noticed an increasingly number of drivers swerving late to avoid potholes, often oblivious to oncoming traffic. How does the system of car control help us in such a situation? As soon as you see an oncoming vehicle, anytime, check your mirrors (centre and then right door mirror) – Information phase. Next, you may feel it's appropriate to ease back, but there may be sufficient width and space that this doesn't feel appropriate yet. Scan the road on the oncoming side for any sign of a pothole as you get closer to the oncoming vehicle and make ongoing adjustments.

Perhaps there is an oncoming stream of traffic; if the front car darts across the road, that one may be far enough away for it to not present a problem, but get ready for the ones behind to follow suit even as you get ever closer.

As always, early planning makes situations easier to deal with, so Take information early, Use it carefully and Give it clearly.

So to our membership numbers. We have 229 members in total which includes 164 Full members, 18 Fellows 35 Associates. I would like to congratulate and welcome 11 recently qualified associates: Sarah Burt, Lewis Cooper, Ed Cotcher, Tracey Graves, George Hills, Mike Mcfadyen, Roger Moore, John Morgan, Manouchehr Nahvi, Jacob Stronge and Mihail Yankov. Also, a warm welcome to our 12 new associates: Richard Armour, Steve Barlow, Colin Beale, Jonathan Eaton, Kevin Fry, Judith Golds, Peter Harding, William Jeynes, Leo Key, Freddie Mayhead, Mark Vahrmeyer and Alan Wiles – I hope that you are all enjoying the process of becoming an advanced driver.

David Stevens

Membership Administrator

## **THE KINGS SPEECH**

We are moving at a rapid pace but there is still a long way to go but the Government is getting prepared with the announcement of an Automated Vehicles Bill which will set a rigorous safety framework for self-driving vehicles, with safety at its core as set out in the King's Speech on 7th November 2023 which is designed to 'unlock a transport revolution' by enabling the safe deployment of self-driving vehicles.

Self-driving vehicles will make transport safer, more convenient and more accessible, improving the lives of millions of people and with 88% of collisions currently involving human error the potential for automated vehicles to reduce costs, injuries, and fatalities is 'enormous'.

The bill will set the threshold for self-driving vehicles in law. Only vehicles that can drive themselves safely and can follow all road traffic rules without the need for a human to monitor or control the vehicle to maintain that level of safety will be classified as self-driving and allowed on UK roads.

The DfT and its agencies will be given new powers to authorise these vehicles and ensure in-use compliance with the safety standards that will be set and the bill will help hold companies 'firmly accountable' once vehicles are on the roads.

Companies will have to meet safety requirements from the point a vehicle is introduced onto the road or face new sanctions and penalties if they fail in their duty. These include fines, requirements to take corrective action, and suspension of operation. Criminal offences will apply in serious cases.

The bill will also set out new processes to investigate incidents involving self-driving vehicles to ensure that lessons are fed back into the safety framework.

However while welcoming the bill, the RAC says "it's hard to fathom" how driverless cars can safely operate given the state of UK roads.

Simon Williams, RAC head of policy, said "While the concept of truly driverless vehicles being commonplace on our roads might still be a little sci-fi to the average driver, there is no doubting the need for this bill. The technology is moving at pace and it's vital the UK isn't left behind. However, if we're ever to truly realise the benefits of autonomous technology we have to sort out the state of our roads once and for all. It's hard to fathom how driverless cars will be able to safely navigate our streets when so many road markings are faded, and then there's the prospect of vehicles getting needlessly damaged by the UK's pothole plague as they surely won't be programmed to avoid them."

(Taken from the Graham Feest Consultancy's Newsletter, [www.grahamfeest.com](http://www.grahamfeest.com) )

## Advanced driving in classic cars

(An IAM Roadsmart blog by Paul Whitehead, Fellow member and Group Secretary at Guildford Advanced Motorists.)

I passed my IAM RoadSmart assessment originally in 1992 driving a Peugeot 205 1.9 GTI, which I somehow managed to get as a company car. Today, this would be regarded as a serious contender for one of the best cars ever made, and good examples sell for healthy sums. The classic car market is alive and well, and many hundreds change hands at auctions and on forecourts every month.

I have always tried to apply IAM RoadSmart principles to my driving, and I despair of the plethora, to my mind, of completely unnecessary gadgets that manufacturers seem to add to their latest models without a thought for whether they will be useful or not. My latest favourite is a warning to the driver that the vehicle in front of them in a queue has moved off, and it reminds you to do the same. Are drivers not looking out of the window?

But I digress. Since building a replica Cobra in 2018 and then recently purchasing a 1935 'sports' car which I have fully recommissioned, my advanced driver training has been put to very good use. In short, everyone should go through the Advanced Course and take their advanced driving test, especially if you drive a car that is not built to current standards.

The Cobra is easy to drive—a 5-speed manual (no synchromesh on first and reverse) rear wheel drive conventional set up—but with a 7.3-liter engine developing not far short of 500 BHP. In the wrong hands, that will put you in the hedge backwards at the first sign of trouble or rain, so advanced driver training is essential to make sure you get home safely. Apart from keeping a good distance from the vehicle in front (no servo on the brakes in this car, nor power steering or ABS), your observation skills must be of a high standard. Spotting hazards early will make for smoother progress, and concentrating on limit points and position through bends will help keep the car on the right lines. Exaggerated steering inputs and late decisions will cost you dearly.

The Cobra had to meet current Vehicle Assessment standards (a 4-hour MOT that checks everything after construction is complete), and it has seat belts, an MOT certificate, good modern lights and wipers, big, fat new radial tires, and an addictive soundtrack. Nothing so grand in the BSA Scout!



BSA made a small number of cars in the thirties, starting with trikes and adding a fourth wheel in 1935. The BSA Scout Series 1 has a three-speed manual gearbox with no synchromesh, a 1050cc, 10HP engine, and a wood and aluminium body on a steel frame. The accelerator is in the centre of the pedals, with the clutch on the left and the brakes on the right, and the long gear lever is between your legs. I regularly get the handbrake caught inside my right trouser leg in long trousers as I wind my 6'2" frame into a car built for a different generation. Driving it is a challenge.

Having bought the Scout as a non-runner it is now fully operational, but it demands 100% attention from the driver. There are drum brakes at each corner, but they are rod and cable operated and not quite up to modern standards, so slowing for bends and junctions can be done by dropping a gear (3 to 2, double declutching the 'cork in oil' clutch of course) – this slows the vehicle to a respectable speed, but the real trick is to have such good observation and anticipation that you don't stop at junctions or roundabouts if at all possible.

Every journey is memorable as you try to complete the task without crashing a gear, stalling at a junction, or slowing other motorists. 40 mph in a car with no seat belts and dubious brakes means every move must be planned, and the 'suspension' requires you to avoid all the potholes and other surface imperfections. My advanced driver training has seen me through a few tricky moments, but my confidence is improving. Without the building blocks of observation, anticipation, and planning, I would not be so adept at piloting an 86-year-old car around the lanes; speed is not the issue; it is smooth progress despite all the flaws in the vehicle and the challenges of the roads and other road users.

So, I believe advanced driver training is essential for anyone who drives an older vehicle. You must be aware of the limitations of the era you have returned to, and suddenly all the advice in Roadcraft makes sense—you realize why it was written in the way it was all those years ago. I would recommend all drivers try an older vehicle and see just how much their modern car insulates them from the world around them—no cup holders and satnav for me—you listen to the engine, respond to the creaks and bumps felt through the seat of your pants, and take in the smell of the countryside and the Redex in the fuel. Relax—motoring as it used to be.

## **What is the R129 child car seat safety standard?**

When it comes to child travel, every parent wants peace of mind that they're choosing the best car seat for their little one. If you're currently looking for a new car seat for your baby or child, we understand that making sense of the rules and regulations can be confusing.

ECE R129 is the latest EU/UK safety standard for child car seats but what exactly does this entail? We spoke to child car seat experts, Joie to find out more about the R129 regulation and how this differs from other car seat safety standards.

What is the R129 regulation?

ECE R129 was first introduced during 2013 running alongside the existing ECE R44 standard. While R44 car seats can still currently be purchased, from the 1st September 2023, R129 will replace R44 entirely as the only approved EU car seat testing standard. (ECE R44 can continue to be sold in England, Wales & Scotland beyond the EU 1st September 2024 sales stop date).

The simplest way to understand the ECE R129 regulation is that it focuses on the child's height rather than their weight alone. It's often a challenge for parents to know when they should upgrade their child's car seat. Therefore, height can more accurately allow parents to measure if an existing car seat is the best fit for their little one rather than weight. Car seats still have a maximum occupant weight capacity, and this is equally important to monitor as well as using the primary indicator of the child's height when using an R129 car seat.

It's recommended that children travel rearward facing up to a minimum of 15 months & at least 75cm in height as research shows that this gives them time to develop and ensure their neck is strong enough to support their head. Measuring by height can also more easily allow parents to assess when it's time for their child to face forward.

R129 car seats also undergo further testing than other car seat standards including side impact testing and Q dummy crash tests which include 32 sensors.

What is the difference between R129 and i-Size?

While R129 car seats and i-Size car seats undergo similar safety testing, they are not the same thing. The easiest way to think of it is that i-Size is an enhancement of R129. I-Size focuses on ensuring that car seats fit safely into vehicles using ISOFIX anchor points. Therefore, while all i-Size car seats must comply with R129 standards, not all R129 car seats may be i-Size compatible. Many i-size car seats have 'i' at the beginning of the product name or you can look out for the i-Size logo.

What is the difference between R129 and R44?

The key differences between the R129 and R44 standards are as follows:

ECE R129 focuses on the child's height in cm, while the ECE R44 focuses on a child's weight in kg

R129 is not categorised into groups, while R44 is categorised into groups 0+,1,2,3

Children must be rear facing to a minimum of 15 months of age and be at least 75cm in height, while a child can be forward facing from 9KG with R44

R129 has additional side impact testing, while R44 is only rear and front tested

R129 conducts Q dummy crash tests with 32 sensors, while R44 conducts P dummy crash tests with 4 sensors

What also makes R129 unique is that the standard is divided into four categories, covering different child sizes, seat installation and how the child is secured within the child restraint system (CRS):

Can I still buy R44 car seats?

R44 car seats can currently still be purchased and are still subject to extensive testing despite being gradually phased out. Joie confirms that these are still reliable car seats and are safe to use. From 1st September 2023, EU authorities will no longer accept approvals for R44 car seats and from 1st September 2024, they will no longer be sold by retailers, marketplaces and e-commerce in the EU/UK. This means that businesses within the EU will have one year to sell any remaining R44 car seats they have in stock. (R44 can continue to be sold in England, Wales & Scotland beyond the EU 1st September 2024 sales stop date).

It's important to understand that consumers can still use an R44 car seat that has been purchased after 1st September 2023.

What types of R129 car seats can I buy?

Joie stock a wide range of child car seats that are ECE R129 compliant and will continue to launch new R129 car seats over the coming years. ECE R44 car seats will continue to be available until they are eventually phased out.

With R129 car seats no longer using group numbers, Joie have categorised their car seats using the following:

Baby car seat (up to approx. 12 months)

Toddler car seat (up to approx. 4 years)

Child car seats (up to approx. 12 years with internal harness and seat belt)

Belted booster seat (approx. 3-12 years with seat belt)

Spinning car seat (all spinning car seats)

Check out our full range of Joie R129 car seats and have the peace of mind that your child is travelling both safely and comfortably.

(Taken from the Halfords web site, <https://www.halfords.com> )

## **Warning to drivers across the UK over fake parking apps**

Drivers are falling victim to fake online parking apps which trick users into spending money on unwanted fees and subscription costs.

An investigation by consumer champion Which? has found an increasing number of fake adverts for popular parking payment apps at the top of online search results, which trick drivers into giving their bank details to third-party websites.

The fake websites impersonate popular parking payment apps by using similar wording and branding. The scam websites also claim to offer a 'free download' but the small print then commits the user to expensive monthly subscription fees. Which? says similar tactics have been used to trick drivers to pay for fake clean air zone charges, like London ULEZ.

Drivers are being urged by Which? to only use official Apple or Google Play app stores and avoid online search engines, like Google, Yahoo and Bing, when attempting to download parking apps.

- [Parking guide – where you can and can't park](#)
- [Single yellow line – can you park on them?](#)
- [Parking Charge Notices – what you need to know](#)

A challenge for the genuine parking app companies is the volume of fake websites, with scammers launching new sites within weeks of the fraudulent ones being removed.

The research from Which? has found that there were a higher number of fake adverts on Google compared to its competitors.

In response, Google said it removes adverts that violate its policies and that under its misrepresentation policy, it doesn't allow ads that deceive users by excluding relevant product information or providing misleading information.

Google and the other search engines – along with social media giant Meta – will be legally obliged to remove scams and other harmful content under the new Online Safety Act.

If you are searching for a parking app on Google and come across a fake advert, you can report it to the Advertising Standards Authority.

(Taken from the RAC web site, <https://www.rac.co.uk>)

## **DRIVER ASSISTANCE SYSTEMS COMPLACENCY**

Drivers who use advanced driver assistance systems (ADAS) grow more comfortable with the technology over time – sometimes too comfortable, according to new research from the AAA Foundation for Traffic Safety.

A study involved 30 drivers operating a vehicle with advanced driving assistance system (ADAS) features, including Adaptive Cruise Control and Lane Keeping Assistance. Participants drove the ADAS-equipped vehicle for six to eight weeks on highways and were assessed before, during, and after on their behaviour and attitudes toward the driving assistance technology.

The study found after weeks of using ADAS, attention to driving tended to drop. However, drivers also used ADAS more when highway demands were lower.

The research revealed that drivers initially paid more attention to the driving task when using ADAS than when driving manually. However, after a few weeks of experience, drivers began to relax and multitask more often while the vehicle was in partial control.

The findings suggested drivers could learn to trust and rely on ADAS over time, but should be aware of the technology's limitations and be prepared to take over in an emergency.

(Taken from the Graham Feest Consultancy's Newsletter, [www.grahamfeest.com](http://www.grahamfeest.com) )



What part of a car is the laziest?

The wheels, because they are always tired!

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

A Ford Siesta!

## **Daihatsu pauses production over safety scandal**

By Faarea Masud & Michael Bristow of BBC News



Image source, Getty Images

### **Toyota-owned carmaker Daihatsu has closed all four of its plants until the end of January, after admitting it had falsified safety tests.**

Daihatsu admitted that it had been manipulating safety tests on 64 makes for three decades.

Its headquarters in Osaka, Japan was the last to close, on 25 December.

The scandal puts in jeopardy 9,000 workers in the country and could affect global car giant Toyota's reputation.

Of the 64 models involved in the scandal, 24 are sold with Toyota branding.

The closure of its Osaka plant follows closures in its production lines in Oita, Shiga and Kyoto prefectures.

Daihatsu said on Wednesday that it had stopped shipments of all its vehicles after its latest admission, which followed a transport ministry investigation.

It seems test results were falsified because of pressure to keep production rolling.

The company said it would work with its main suppliers to address the fallout from the scandal, adding that it may also help its smaller subcontractors that do not receive compensation to access support funds from Japan's transport ministry.

It also said that during the time plants are idle it would compensate 423 domestic suppliers with which it has direct business relations.

Established 1907, Daihatsu sells around 1.1 million cars per year, which make up around 10% of Toyota's 10 million vehicle sales per year.

"This first started in April where the issue was about collision tests being falsified", motor industry analyst David Bailey told the BBC's World Service. "Then, an independent commission by Toyota found more issues including air bags and speed tests.

"There's no suggestion at the moment that the actual products were unsafe, but what seems to have happened is that they tested a car with components in and then sold a car with different components in, so that's become a major issue".

Toyota's reputation was damaged in 2009 by a recall over a fault with some floor mats and accelerator pedals, and in 2012 it recalled more than seven million vehicles worldwide, including some Yaris, Corolla and Camry models over faulty window switches.

The recalls led to a "fundamentally changed" Toyota, says Mr Bailey.

"It stopped growing so quickly, it focussed again on quality, it brought in outsiders to really check quality - yet that doesn't seem to have applied to its subsidiary Daihatsu", he said.

Many analysts are suggesting that the pressure to grow has affected many carmakers, citing the example of Volkswagen whose diesel vehicles were [found to emit more emissions than advertised](#). In 2015, the US said VW had violated its Environmental Protection Act.

(Taken from the BBC News web site, [www.bbc.co.uk/news](http://www.bbc.co.uk/news))

## Letters to the Editor

I was interested to read the article in the Autumn newsletter about the 1930s book how to drive a car efficiently. I also have a fairly ancient book about driving which I found really invaluable. It was chosen by me as a prize at school for my work on pure maths in the transitus form! It was my early guide to good driving and I still occasionally look at parts and reminisce.

The book is "Car driving as an art" by S CH Davies of the Autocar, first published 1952. It provides a lovely insight into the approach to driving some 70 years ago, but as in your article it includes much which is relevant even today.

There is a fascinating section on use of gears, dealing with pre-selectors and double declutching.

Great stuff.

Regards

Peter Higgins

Thank you for your comments Peter.

# 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 29<sup>th</sup> February 2024

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