



# NORFOLK AND NORWICH GROUP

ADVANCED DRIVERS AND RIDERS

Chairman: Robin Apps - 01953 488003

## DriveLines

No: 2/14

March/April 2014

The monthly newsletter for the Norfolk and Norwich Group of the RoSPA Advanced Drivers and Riders Association.

[www.roadanorfolk.org.uk](http://www.roadanorfolk.org.uk)

### *In This Issue*

*Forthcoming Events.....*



This month is our Annual General Meeting, which is the time for our Members to find out what has been happening throughout the last year, our hopes for the future and of course the election of your Officers. Everyone is welcome and it is to be hoped that as many of our Members will be able to attend as possible. We do need volunteers for the Committee, new blood with new ideas helps to keep our Club dynamic and interesting. If you feel you can help please let us know. After the AGM will be our usual social evening, please see 'forthcoming events'.

All the talk at the moment is about 'Electric' vehicles. I am not too sure whether they are advanced enough for general use. Hybrids I can understand and the use of full electric in towns would appear ideal. The drawback as I see it is that most of these vehicles are not able to travel long distances without stops and re-charging. What I also cannot understand is the cost of the cars. Apart from a couple they seem to be priced well over normal family saloons. Also I understand that the batteries do not come with the vehicle when purchased and have to be hired and there is also a replacement cost every few months. This makes the costs very prohibitive, if for use only in the City or town! To counter this, the argument is that it is cheaper to 're-fuel', i.e. plug in the vehicle and use electricity. Thus off-setting the original costs as electricity is less expensive than liquid fuels. There are also grants available from the Government to purchase 'electric', even so the initial purchase price is still very high. I think at the moment I will still give them a miss.

If we have anybody out there who has one of these vehicles, or a salesman that deals with them and can let us have the reasoning and details of the cars, their frugality and reliability please get in touch and we will do a full article on same.

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### 2014 SUBSCRIPTIONS NOW DUE AS FROM 1<sup>ST</sup> DECEMBER 2013

Some subscriptions are still outstanding. Members £10 subscription is now due for the next year (unless you have paid for your subscription since September 2013 then yours is not due until December 2014). Please pass your cheques/money (cheques made payable to RoSPA Advanced Drivers/Riders Association, Norfolk and Norwich Group) to Membership Secretary, Peter Matchett, 61 Stylman Road, Cloverhill, Norwich, NR5 9ET. Alternatively please hand to Mrs. Meryl Butcher at our monthly meeting. Please ensure you include your name and address. If you are not going to renew please let Peter know (Tel: 01603 742238).

# What's On

## FORTHCOMING EVENTS

UNLESS OTHERWISE NOTIFIED  
7.30PM AT THE PAVILION, OAKFIELD ROAD, CRINGLEFORD

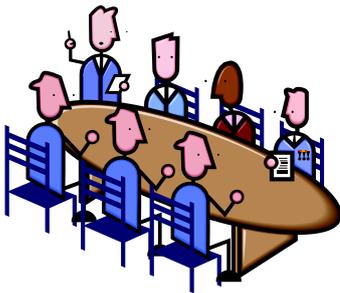
**ALL MEMBERS ARE REMINDED THAT THE MEETINGS ARE HELD ON  
THE 4TH WEDNESDAY OF EACH MONTH.  
THIS IS NOT ALWAYS THE LAST WEDNESDAY**

### MEETINGS

#### MARCH

Wednesday, 26<sup>th</sup> March 2014

#### AGM Reminder



The 2014 Annual General Meeting will be held on Wednesday 26 Mar 2014 at 7.30pm in the Cringleford Pavilion. Please make every effort to come and participate after all, it's your Group and we need your opinions to give us direction to help shape our future. Two members of the committee will be leaving the committee, one having retired and moving away, and one who intends to retire. We need volunteers to fill those seats so please come and give it some consideration. The task is the opposite of onerous and takes very little of our time.

The AGM will be followed by an informal talk from our very own "Legal Beagle", committee member Richard Tinkler. Richard is going to cover matters that should be of much interest to all of us personally.



#### APRIL

Wednesday, 23<sup>rd</sup> April 2014

**Sundials** – Not just 'sundials'. It is sundials with a difference! Our speaker has carried out a lot of studies on sundials over the years. In as much that he has now had one installed in the wood near Acle and another in woods at North Burlingham. Again this should be a very interesting evening and one not to be missed.

#### MAY

Wednesday, 28<sup>th</sup> May 2014

**Not yet confirmed**, but negotiations are under way for a Police Officer to come and give us a talk. Watch this space!

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## A MESSAGE FROM OUR CHAIRMAN/TRAINING OFFICER:

### Advanced Driving Test Results



I am sure that you will have noticed, we list our new members' successful advanced driving test results here in Drivelines. For those new members who have received training from our tutors, this is relatively straightforward because the proud member will be keen to pass on the good news to their tutor who of course, will have been on tenterhooks and chewing their fingernails in anticipation. Those results eventually filter down to the Training Officer and then into Drivelines.

Comment was recently received from a member who, having successfully undertaken a retest and improving to Gold standard (Well Done!), noted that their test result had not been published. Not our fault! Unless the group provides a refresher run/training beforehand, we will not know that you are taking a retest unless you tell us. The Group is not made aware of retest bookings or results by HQ or the examiners. So the moral is, if you would like to see your result listed in Drivelines, please tell us about it. My personal view is that passing your retest, and perhaps improving your grade, is a praiseworthy achievement and particularly so after a 3-year sojourn. So please tell us so we can be proud of your achievements too.

Test Results since last Drivelines:

Initial:

David Wood - Silver

Retest results notified to us:

Jason Smith - Gold

Elizabeth Taylor - Gold

John Holdom - Silver

## **CONGRATULATIONS TO YOU ALL**

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### **RETIRING MEMBER**

Another of our long time serving Members has now decided to leave us because of ill health. Many of you will know 'Jo' Bussey. She has been with the Group for many years, very nearly from the start. Her husband was of the Bussey Garage fame of Norwich. She was a 'Gold' member and served on our Committee for many years. One of her main tasks at our monthly meetings was to help with the tea making and serving. She is very kindly and helpful and will be missed. As well as her driving having to be curtailed, so unfortunately for her has her 'gallivanting'! She loved 'Cruises' and used to disappear several times a year aboard a liner to most parts of the world.

We wish her well and hope that we will be able to see her at some of our gatherings through the year.

# A Comprehensive Guide to Tyres

Given that the tyres are one of the most important parts of any motor vehicle, it is quite surprising how few drivers have more than a basic understanding of them. The tyres on your vehicle enable you to change direction, start moving, stop moving again... every single command the driver sends through the engine is actually carried out by the tyres. Your car cannot go without a functional set of tyres, regardless of the power of the engine or the luxury of the interior. With that in mind, it becomes a bit more apparent just how much we rely on our tyres and how we should make a point of becoming more educated about them. If nothing else, it will reassure you that you're not being ripped off next time you need to buy a new set.

## Components of a tyre:

A standard tyre consists of between 19 and 25 components and up to 200 raw materials - they're not as simply constructed as you may think. These components include:

An inner liner which helps the tyre to hold its shape and keeps the air in

Fabric belts connected to beads, which work together to keep the tyre and wheel together

- Steel belts above the fabric belts. These provide the tyre's stability and keep the tread pattern as flat as possible

The sidewall of the tyre determines the shock absorption, cornering and sharp steering abilities of the tyre. As a rule, tall and soft sidewalls are best for absorbing impact, while shorter, stiffer sidewalls provide better cornering and sharp steering.

The tread of a tyre is the surface which comes into contact with the road - this is why it is important for the steel belts to keep it as flat as possible. By law, tyres must be replaced once the tread has been worn to under the minimum depth of 1.6mm. Tread depth is the distance between the external tread pattern and the fabric and steel belts contained beneath it. If a tyre becomes too worn down, the belts will come into contact with the surface, with potentially disastrous consequences

The grooves in the tread pattern are designed to channel water away from the tyre and maintain maximum grip on wet surfaces. Different rubber compounds and patterns are used to make them suitable for different vehicles and surfaces. The most well-known example of this is the various types of tyres used over the course of a F1 race.

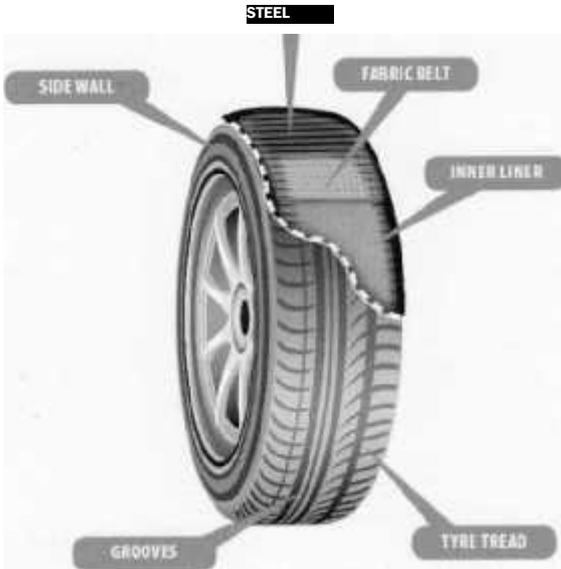
## Tyre treads and the law:

As we mentioned above, there is a legal minimum tyre tread depth of 1.6mm for most vehicles. Tyres which are out of this level pose a significant risk both to the driver and passengers in the vehicle, drivers and passengers in other vehicles on the road and to pedestrians. Should a tyre blow due to excessive wear, it is likely that injury will be caused.

## According to UK law, tyres must:

Have a minimum tread depth of 1.6mm. Inflated in accordance with the manufacturer's guidelines

Be of the same construction type on both sides of an axle. That is, you are not permitted to have one radial tyre and one cross-ply tyre on the front or back axle of a vehicle. Tyres produced by different manufacturers can be combined, depending on the specifications



(to be continued in following editions)

## **A (brief) HISTORY OF THE START OF W.W.1**

The following is the result of a teacher putting over a very simplified version of the build up to and the subsequent conduct in World War One. As we are celebrating (sic) World War One this year I thought you all might find this interesting and help to understand what happened!!!



Germany, Austria and Italy are standing together in the middle of a pub when Serbia bumps into Austria and spills Austria's pint.

Austria demands Serbia buy it a whole new suit because of the new beer stains on its trouser leg.

Germany expresses its support for Austria's point of view.

Britain recommends that everyone calm down a bit.

Serbia points out that it can't afford a whole suit, but offers to pay for the cleaning of Austria's trousers.

Russia and Serbia look at Austria.

Austria asks Serbia who it's looking at.

Russia suggests that Austria should leave its little brother alone.

Austria inquires as to whose army will assist Russia in doing so.

Germany appeals to Britain that France has been looking at it, and that its sufficiently out of order that Britain not intervene.

Britain replies that France can look at who it wants to, that Britain is looking at Germany too, and what is Germany going to do about it?

Germany tells Russia to stop looking at Austria, or Germany will render Russia incapable of such action anymore.

Britain and France ask Germany whether it's looking at Belgium.

Turkey and Germany go off into a corner and whisper. When they come back, Turkey makes a show of not looking at anyone.

Germany rolls up its sleeves, looks at France, and punches Belgium.

France and Britain punch Germany.

Austria punches Russia.

Germany punches Britain and France with one hand and Russia with the other.

Russia throws a punch at Germany, but misses and nearly falls over.

Japan calls over from the other side of the room that it's on Britain's side, but stays there.

Italy surprises everyone by punching Austria.

Australia punches Turkey, and gets punched back.

There are no hard feelings because Britain made Australia do it.

France gets thrown through a plate glass window, but gets back up and carries on fighting.

Russia gets thrown through another one, gets knocked out, suffers brain damage, and wakes up with a complete personality change.

Italy throws a punch at Austria and misses, but Austria falls over anyway.

Italy raises both fists in the air and runs round the room chanting.

America waits till Germany is about to fall over from sustained punching from Britain and France, then walks over and smashes it with a barstool, then pretends it won the fight all by itself.

By now all the chairs are broken and the big mirror over the bar is shattered.

Britain, France and America agree that Germany threw the first punch, so the whole thing is Germany's fault.

While Germany is still unconscious, they go through its pockets, steal its wallet, and buy drinks for all their friends.

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Well are you all wiser??? I give no comment, but I hope you enjoyed it.

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That is all this month, have to keep the pages down because of the postage, but please let me have some interesting anecdotes, stories, driving memories and factual comments for later Editions. Details below of where to send articles. Do not forget it is the A.G.M. this month. Hope to see you there. Drive carefully.

Noel

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This Newsletter is produced for the interest of the members of the Norfolk and Norwich Group of the RoSPA Advanced Drivers and Riders Association. It details forthcoming events and has articles of a general interest to our members, which have been supplied by the members, the committee and Editor. As a result any views expressed are those of the local Group only, unless so detailed and not of the Royal Society for the Prevention of Accidents being the parent organisation.