

In This Issue

Forthcoming Events.....
Chairman's Chunterings...
MOT Changes....
Handbag snatches...
Skidding.....



The daffodils seem to be telling us fibs, it is not yet Spring. Winter still has its grip on us which means driving conditions are sometimes still very demanding. I hope you all were able to cope well in the worst of it during the last 'Beast from the East'. I hope that being with us, an advanced driver, helped you during this time. I have included the principles of skidding in this Newsletter as a reminder and a help to you. I hope we will not need to use these again this winter, but there is always that time when the road is slippery and we could lose control. Knowing how to get out of it is essential. Safe driving.

All through this Edition you will find that you are pointed to our Annual General Meeting. This is our next meeting on Wednesday, 28th March 2018. It is to be hoped that as many Members as possible will be able to attend. Remember this is your Club and you have a say in how it is run. There is committee to carry out these wishes. Two things, we need your input, are we doing things right and what else do you wish. We also need committee members. Most of us are getting old in the tooth and a change of style, or direction is always welcome. New volunteers always welcome. Give it some thought and come and join us. It would be nice to have a full house for the evening.

SIGNS OF THE TIMES



Take your pick



Be warned

What's On

FORTHCOMING EVENTS

UNLESS OTHERWISE NOTIFIED

**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 28th March 2018

ANNUAL GENERAL MEETING - All Members are invited. Please come along and have your say. Remember this is your Club and we need your input. We also need new people to come on the Committee. If you have got a few hours to spare during the year, your help is needed and you will be most welcome. Please seriously consider joining us.

The rest of the evening will be an in house presentation by John Laycock.

REMEMBER THAT AT EVERY MEETING WE HAVE A BUMPER RAFFLE AND FREE TEA AND COFFEE.

APRIL

Wednesday 25th March 2018

Coltishall Air Field

This speaker has yet to confirm, but it should be a very interesting talk about one of the oldest airfields in Norfolk, now closed. Famous pilots and aeroplanes served there during its time. Make a note. If the speaker cannot make it, there will still be a meeting on this night. Contact the Chairman to confirm the talk.

MAY

Wednesday, 23rd May 2018

The speaker has yet to confirm – Information will be in the next Newsletter.

CHAIRMAN'S CHUNTERINGS

Our Annual General Meeting will be held on Wednesday 28th March at the usual venue – location details are available on our website. This is your opportunity to have your say on our Group and voice your opinions. We are always looking for suggestions that we can take forward for the benefit of our members but please remember that the committee members cannot do it all – a few volunteers will always be welcome. In particular, we would welcome a replacement for Noel our Drivelines editor. He has strived on your behalf for many years to provide a brilliant publication and he now rightly deserves a rest. Come on, one of our members must have the resourcefulness to take on this bi-monthly pleasure. If not, I fear it may disappear.

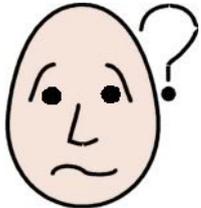
We recently emailed all of our members seeking information on their advanced driving test status. Thank you to all those who took the time to reply, we were then able to complete the Accreditation package which has now been forwarded to RoSPA for consideration. Have you paid your membership subscription yet (?), if not, please do so promptly.

Since the last issue of Drivelines, we have been notified of the following test passes – Congratulations to all:

Marie Rutterford
Paul Pywell
Refresher Drives

Gold (Initial)
Gold (Retest)

Tutor
Mike Hadfield



Did you take your Advanced Driving Test in 2015? Do you remember when your next test is due or that we offer a refresher training drive prior to your triennial retests? These drives are available and intended to assist you in maintaining or even improving your grade. With three years between the tests, please plan early – the offer of refreshers is there for your benefit. **If you wait until a month before the retest is due, that is likely to be too late, especially if remedial practice is recommended.** Such short notice can also be quite

disruptive to the tutors' scheduled drives and their personal commitments. So.....

Observation & Information



Please plan ahead!

Contact the Training Officer in plenty of time

Do you remember taking advantage of the group training system to gain your first advanced driving qualification (or renewal) and the assistance the tutors gave you? Do you remember how long it took and how much time the tutor gave to you? It was probably only 2-3 hours a month! We are seeking additional tutors to replace those who have retired, so can you afford a few hours to occasionally pass on your expertise? It's quite enjoyable and has the benefit of keeping you on your toes! If you believe you can and would like to discuss it, please contact the Chairman/Training Officer – contact details above and on the website.

The MOT Test is Changing - Here is What You Need to Know

May 2018 will see a change in the way that MOT testing is carried out. The Driving and Vehicle Standards Agency (DVSA) are making changes to the way the test is being completed. This will affect all the testing, procedures and standards for MOT tests in England, Scotland and Wales.

It is important to understand what the changes are to the MOT test.

The DVSA will provide MOT testers with an updated manual, which will be introduced in May and will be used by all authorised MOT testers across the UK. Whilst the final manual has not been published yet, the government has issued a draft manual which highlights the changes. This is not confirmed yet and changes may still be made before the final manual is issued in May.

The way defects are being categorised has now changed:

Every defect which is now found in an MOT test will be categorised as either Dangerous, Major or Minor. Manual advisories will be no longer given. Dangerous and major defects will cause your vehicle to fail its MOT test. Minor defects are similar to advisories and the vehicle will pass its MOT if it only has minor defects.

Having changed the way the defects are being categorised, the DVSA hope it will allow drivers to be more aware of which areas of their vehicle that need focusing on.

The checks on vehicle exhaust emissions:

When testing for vehicle exhaust emissions new limits are being implemented. Lower limits are being put in place especially for diesel cars.

The exemption of classic cars:

If an older vehicle is registered as a 'vehicle of historic interest' with the DVLA, and is not extensively modified, it may be exempt from statutory MOT testing. This only applies to classic cars and must be on vehicles over 40 years old.

Additional items that have been added to the test:

Extra elements of the draft manual have been highlighted by the DVSA which must be now checked whilst carrying out an MOT test, these include:

- Front fog lamps and daytime running lights which were fitted to vehicles first used from 1st March 2018.
- Reversing lamps fitted to vehicles first used from 1st September 2009.
- Steering gear casings and 'fly by wire' steering systems
- Endurance braking system (this usually only applies to larger vehicles such as caravans)
- Noise suppression systems, including exhaust silencers
- Anti-theft devices

An MOT is carried out once a car is three years old and continued yearly thereafter. The Department for Transport has decided to keep this period the same when the new MOT testing is implemented.

Changes to the MOT Test are a result of changes to the EU roadworthiness directive. The changes are being made to the way MOT test is being carried out in order to comply with this.

The structure of the test has been improved in the hope the results are easier to understand for customers.

Chairman's Note! Did you know that you can check the MOT Test History of almost any vehicle history in the UK? Log into the internet at <https://www.gov.uk/check-mot-history> and enter your Reg No (or someone else's!).

HANDBAG SNATCHES

As a result of my article in the last Edition of Drivelines I have received the following comments from a Member and produce it here as it could help some of us to keep out of trouble.:

Theft in Spain

I wasn't surprised to read about the handbag theft in Spain (Drivelines January/February 2018). Unfortunately, there are opportunist thieves and organised criminals throughout Europe and the British Isles. Although commercial driver tales can be a little like fishermen's tales in their exaggeration, I can vouch that these criminal elements are widespread, although I have so far been lucky enough to avoid any losses. Border areas seem to be particularly susceptible to this activity, particularly between France and Spain/Italy. I keep all my valuables – passport, bank cards, cash – about my person. If they can't grab it and get away easily, they generally move on.

In a previous issue of Drivelines, I commented on the potential inclusion of using Sat-navs as part of the driving test. Having read the government website page (<https://www.gov.uk/government/news/driving-test-changes-4-december-2017>), it appears that the examiner will supply and set up the sat nav, it won't matter if you go wrong when following the sat nav, and 1 in 5 tests won't use a sat nav. The candidate in the fifth test will be asked to follow road signs. Good luck with that then! I expect the poor candidate on this test will be stopping regularly to look at the road sign that is laying flat on the ground, having been knocked over or has just fallen over due to age and lack of maintenance. And perhaps the examiner will provide cleaning materials so the candidate can stop and clean some of them so they can see them. Missing and damaged road signs are common across the country, as others may have noticed.

SKIDDING

The main definition of skidding is: 'The involuntary movement of the vehicle due to the grip of the tyres on the road becoming less than a force or forces acting on the vehicle. In other words a vehicle skids when one or more of the tyres lose normal grip on the road.'

The following are the causes of skidding, either singly or in combination:

- Excessive speed for the existing circumstances – this is a basic cause.
- Coarse steering in relation to a speed which is not in itself excessive.
- Harsh acceleration.
- Excessive or sudden braking.

Types of skids:

- Rear Wheel Skid – This occurs when the rear wheels lose their grip on the road and the vehicle may swing in either direction. The cause could be any of the above. To control, decelerate or take foot off brake and turn the steering wheel in the direction of the skid. This can occur mainly with rear wheel drive cars but can happen with either drive.
- Front Wheel Skid – This usually occurs on a corner or bend when the front wheels lose their grip and the vehicle does not travel in the direction it is being steered. It can be caused by any of the above, but usually over acceleration on a slippery surface. The front wheels are lifted off the road surface and just slide forward by force of acceleration. To attempt to eliminate, decelerate, straighten up the wheels until they grip again and then steer round. As you can imagine this takes a lot of road/room to move. Also bear in mind these are the driving wheels on a front wheel drive car and depending in which direction the wheels are pointing when it re-grips decides where the car ends up and how much acceleration you have on.
- Four Wheel Skid – This occurs when all four wheels lose their grip on the road. With modern cars there is the assistance of ABS. This helps towards the wheels not being locked whilst braking. This is about the same as Cadence Braking, pumping the brake, on till locked and then off until gripping again. It is long winded to write but quick in practice.

It shows that you must be aware of road conditions at all times, including dry conditions with gravel etc on the road. Each road surface is different and should be continually monitored. If the conditions are slippery, i.e. ice or snow, keep your speed down (it is surprising the number of people still drive under these conditions as they do every day).. Also it is important that your tyres have sufficient tread and are the correct pressures.

I hope the above has been of some help and remember the only skidding you do, should only be on a dedicated skid pan. Unfortunately we do not have one in our area for the public. Perhaps one of our enterprising Driving Instructors could start one up! If you practice in a car park, ensure there are no other vehicles near you and that the car park surface is not ribbed or grooved.

End Piece: Another one put to bed. I must emphasise, along with the Chairman, that this month it is the Annual General Meeting. It would be good to get a good turn out for this one. If you have any questions, driving or otherwise (non political) we could make the second half an 'Any Questions' type session. Come along and meet your fellow Advanced Members and exchange ideas. I now give my usual plea, same as the Chairman earlier. Anyone willing to take over producing this Newsletter. I have been doing it now for more years than I care to remember, and I do feel I am getting stale and it does not help with not getting anything to produce from our Members (just occasionally). All things being equal I hope to be at the AGM. See you there.
Drive safely.

Noel Baker
Editor

12 Pine Hill Park, Sawtry Way, Wyton, Huntingdon, Cambs., PE28 2DZ
Tel: 01480 431722

E.Mail: noelbaker@live.co.uk

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.