



NORFOLK AND NORWICH GROUP

ADVANCED DRIVERS AND RIDERS

Chairman: Robin Apps - 01953 488003

DriveLines

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

www.roada-norfolk.org.uk

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This week's question? WILL IT/WON'T IT? I refer of course to the recent announcements regarding the upgrading of the A.47. This has been on the cards for such a long time, so do we have to rely on an upcoming General Election to get further promises. We have awaited years and years to get the A.11 dualled and at last it has happened. Unfortunately most do not believe Politicians promises, and Norfolk does appear to be the forgotten part of the world, stuck out in the East. A beautiful place to live and visit, but if you come across from the West it takes you a lot of time to reach us! Having spent the millions on the A.11 will they let us have some more for the A.47? If so which parts of the A.47 will be first (it is a long road to Peterborough and beyond!).? For years there have been campaigns to dual the 'Acle straight', but nothing has happened. Why did they stop at Blofield when they built the Acle by-pass and Blofield by-pass, leaving a mile or so of two way stretch which has claimed lives and maimed many others in road accidents. Then there is the length between the Norwich by-pass through to Dereham and then to the dual at Swaffham and so on! If they had connected all these up originally it would have cost much less than now. I am afraid I am a cynic, and say do not hold your breath. After the Election in May 2015 will it just be quietly forgotten. I hope I will be proved wrong!!!

Can you remember the slogan 'Speed Kills'. Think for a minute, does it? Speed in itself is not the only factor, as we all as Advanced Drivers know you can drive fast at times quite safely, but if you connect it to 'inattention' or 'distraction' that is when it can have fatal consequences. An example would be travelling fast into a bend and looking down trying to alter the radio or DVD. I think you can picture the rest. Someone in the car talking and looking over your shoulder to answer, you flip the wheel and before you know it you are in the drain. This is where concentration when driving is most important AT ALL TIMES. Can we get the message across to our younger drivers who do seem to be a higher proportion of those single vehicle accidents when someone is killed or seriously injured.

From 'ROADCRAFT' – Speed and bends.

When you are in the correct position for the bend, use the limit point to judge the safe speed to drive round the bend. Ehwere the bend is a constant curve, the limit point remains at a constant distance from you. Keep yur speed constant. If the curve changes, reassess your speed and reapply the system.

To assess the correct speed for a bend, also consider: * the severity of the bend * the view into the bend * your vehicle characteristics * road and road surface conditions * traffic conditions * weather conditions.

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

MAY

Wednesday, 28th May 2014

Tony LEECH - 'The Darker Side of Fungi'

This is one of those subjects which, at some time, people wished they knew more about. Is it an edible mushroom or not? Will it kill or a make you very ill? Tony is a teacher and a very good speaker. He has great knowledge of fungi and this is really an important talk to help keep us safe. You are advised that this is an important, and very interesting evening – hope you can make it.

JUNE

Wednesday, 25th June 2014

Unfortunately John has not been able to finalise this evening - It will be confirmed and all will be notified as to who the speaker is, but in any case it is bound to be a good, and another interesting evening. Please come along and be agreeably surprised!

JULY

Wednesday, 23rd July 2014

This evening is also to be confirmed, but details will be published in the next Newsletter.

AUGUST - NO MEETING

[INSURANCE CLAIMS!](#)

In an attempt to kill a fly I drove into a telegraph pole! - Windscreen broken. Cause unknown. Probably voodoo! – A pedestrian hit me and went under the car – I had been driving for 40 years when I fell asleep at the wheel and had an accident – Coming home, I drove into the wrong house and collided with a tree I don't have!

– I thought my window was down, but I found out it wasn't when I put my head through it – I was on my way to the doctor with rear end trouble when my universal joint gave way causing me to have an accident.

MESSAGES FROM OUR CHAIRMAN – Robin Apps

Vehicle Recalls

I'm sure we will all have heard about the latest round of vehicle recalls affecting certain makes but have you ever wondered about your own car or do you rely on your garage to check? If you wish to check yourself, there is a government website that lists all open recalls. Have a look at:

<http://www.dft.gov.uk/vosa/apps/recalls/default.asp>

Test Passes:

David Draper, our RoADAR Tutor based in Sheringham is proud to announce the arrival of twins this month: both Motorcycle and Car Gold passes are doing well, with thanks for help on a tricky delivery going to Brian Dack."

Membership, Secretary, Tutor (and all-round good guy) – Peter Matchett – Gold.

Member Pete Biss – Gold

Costessey Fete - 26th May 2014

Our Group have secured a pitch at the annual Costessey Fete on Monday 26th May. We aim to advertise our existence and, hopefully, recruit a few new members. Why not come along and say hello – we would be pleased to see you.

A MESSAGE FROM YOUR EDITOR - Noel Baker

I have been producing this Newsletter for so long I cannot really remember when I started (at least 10 years). I feel that it is now getting a bit stale and I am getting on in years. Is there anyone among our Members who feel they can do the job and would like to take over. It is not too onerous, only every two months. The only problem I find is that very rarely do we get any news or articles from our Members for inclusion in Drivelines and I am usually left hunting around to try and put something of interest in the pages. I think I have been quite successful up to now, but it does not get any easier. The Newsletter has only to be produced on line and forwarded to Peter Matchett who has the task of printing and distributing it. If there is anyone who would like to take over please contact Robin in the first instance and then myself.

[A COMPREHENSIVE GUIDE TO TYRES](#) (Continued)

Tyre markings:

The letters and numbers on the sidewall of tyres are there to help you to choose the most suitable replacement.

The code relates to the tyre's size, composition and capabilities. The printing is not always immediately obvious as it may be quite small but, if you keep looking, you will find it!

Using tyre code 175/65 R14 T as an example, the letters and numbers used can be explained as follows:

175 - The width of the tyre, given in millimetres

65 - The height of the sidewall, given as a percentage of the width. E.g. this particular tyre has a height of 65% of the 175mm width.

R - Radial. All modern tyres are now radial

14 - Diameter of the wheel rim, given in inches

T - Speed rating. This must match or exceed the maximum speed of the vehicle on which the tyre will be used. The T category includes vehicles with a maximum speed of 118mph.

How to check tyre treads:

Given that the tyres are the only part of your vehicle that actually comes into contact with the road surface, it is incredibly important to ensure they are as safe as possible. Following these steps to check the tread depth regularly will help to keep you and those around you safe.

Park on a flat and even surface, away from main roads and busy traffic.

Make sure you choose a spot where you will be safe while carrying out the checks

Switch the engine off, engage the handbrake and put the car into either first gear or park

Use a tread gauge to check the depth of the tyre treads. These devices are very cheap and easy to find so don't cut corners on such an important matter. Using the tool, check the tyre depth at several places across the circumference of the tyre. If any of these show a reading of less than 1.6mm, it is time to purchase replacement tyres. If you can see any of the tyre's wear indicator markings, tyres should be replaced.

If you don't have a gauge, Tyre Safe's coin test is another easy way to check your tyres. Insert a 20p coin into one of the grooves on your tyre - if the outer rim of the coin is covered, your tyre is legal. Again, this should be done at several points around the surface of the tyre.

If you are in any doubt as to the condition of your tyres, have them checked by a



Common tyre problems:

While general road hazards such as potholes, shards of glass and loose rocks and stones are mostly unavoidable, most other potential problems can be minimised. Bearing these factors, and their remedies, in mind will help to preserve your tyres and increase their longevity.

Incorrect Inflation - Over and under-inflation of tyres can both cause a number of issues. Under-inflating a tyre affects its flexibility, resulting in overheating, increased rolling resistance and quicker wear and tear. On the other hand, over-inflating a tyre can cause irregular wear, shorten the life of the tyre significantly and reduce grip.

Speed - The faster you drive, the higher the risk of tyre damage. As well as increasing the impact if a pothole, rock or other debris strikes the tyre, high speeds can cause damage through overheating. Rapid air loss is another consequence of driving at speed. Remember that tyres should be checked regularly for any signs of damage and replaced immediately when required.

Load - Overloading your vehicle will also put unnecessarily increased strain on your tyres. Your tyre's load capacity (specified by its load index) should never be exceeded. Bear in mind that excessive load can also cause damage to the axle.

THE SIGNING SYSTEM

I am probably telling you all how to sucks eggs, but I thought you might find it interesting and it always helps to be reminded of what basically they all mean!



The Signing System

There are three basic types of traffic signs. Signs which give orders, signs that warn and signs which give information. Each type has a different shape.



Circles
give orders



Triangles
warn



Rectangles
inform

A further guide to the function of a sign is its colour.



Blue circles tell you what you must do



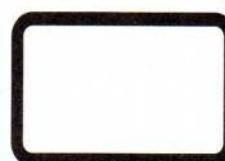
Red rings or circles tell you what you must not do, eg, you must not exceed 30 mph, no vehicles over the height shown may proceed



Blue rectangles are used for information signs **except** on motorways where blue is used for direction signs



Green rectangles are used for direction signs on primary routes



White rectangles with black borders are used to show directions on non-primary routes

There are a few exceptions to the shape and colour rules to give greater prominence to certain signs. For example, the octagonal stop sign.



ANNUAL GENERAL MEETING

On 26th March 2014 your Annual general Meeting was held at Cringleford. This was attended by 21 Members. The Minutes are forwarded with this Newsletter. Your Committee were re-elected, but a couple stood down due to commitments. If you have any comments about the AGM or about the Club please contact Robin Apps.

YOUR COMMITTEE

President/Editor	Noel Baker	01480 431722
Chairman/Training Officer	Robin Apps	01953 488003
Vice Chairman/Pre Test Checks	Brian Dack	01603 664294
Treasurer	Meryl Butcher	
Membership Secretary	Peter Matchett	01603 742238
Speaker Co-Ordinator	John Laycock	
Committee Members	Jason Smith	
	Richard Tinkler	
(Web-Master)	Michael Dack	

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‘STOP PRESS’ – Latest News



SPEED CAMERAS HAVE BEEN INSTALLED ON THE M.25 between junctions 6 and 7 This was the area which recently had road-works for miles at 50 MPH.. This has been lifted but cameras have been installed. Is it for road-safety or to help the ‘poor’ Ministry of Transport? YOU HAVE BEEN WARNED! **THIS WILL PROBABLY SPREAD.**

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