

## *In This Issue*

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Well at last the decision has been made – BREXIT. Ever since there has been turmoil in Government and the country. Without going for either side, the sore losers seem to have made the biggest fuss and now would like another referendum, and I suppose this could go on ‘ad infinitum’ if they do not get the result they want. Hang democracy, what a carry on. BUT how will the result affect us motorists. Will there be less money for road building or major repairs. What about free movement on the Continent. Can you see the European States putting up barriers on their borders just for the British motorists? Will the VAT on petrol/diesel be reduced? The Government always claimed it was charged as a result of EU Legislation at 20% ! Will this country now be able to charge the thousands of lorries coming in from Europe a road tax at the border for using our roads? This would re-coup the Government some money and perhaps give our Transport sector a fillip it surely needs. I am sure you can all think of lots of other points where we could be affected and it would be interesting for everyone if we can get a dialogue going for Drivelines. Send your thoughts to me. Enough of politics the electric car fraternity appears to be getting stronger, but unfortunately the prices do not come down. It is also difficult to decide which one is really the most beneficial to the environment! You have pure battery driven models, plug in types, hybrids and hybrids of which the engine charges the battery. Most Companies produce a model. Their range also seems to be improving and obviously petrol/electric hybrid acts like a normal car, but the MPG is not all that low after all! How do you choose? Is there any of our members out there running such a car?. Can you let us, for the information of all our Members, have your thoughts about the success or otherwise of your vehicle? Just send it through to me.

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### ONE FOR THE LADIES!!!

Police stop a car doing 20 on the motorway and discover two little old ladies, one driving and one sitting in the passenger seat looking shaken and white as a sheet. “Now madam why were you going so slowly?” The driver replied, “I always go at the speed that it says on the sign” explained the old woman. “And what sign was that madam?” asked the policeman fighting hard to keep a little smirk from his face. “It said M20”. “So I did 20 miles per hour, the same way I did 31 miles an hour on the A.31, then 40 on the A.40”. “I see the problem now, but what is wrong with your friend? She was still staring blankly into space. “ Oh you will not get any sense out of her”, says the driver, “she has been like that ever since we came off the A.159!!!

# 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

#### JULY

Wednesday, 27<sup>th</sup> July 2016

#### Cars with a difference!

Talk by **David Norton**. This speaker is known to several members and they state that his talks are very diverse and interesting. He will have some unknown facts about automobiles which I am sure will be new to all of us. This again will be a very good evening and I urge Members to come along and enjoy.

**DO NOT FORGET THE BUMPER RAFFLE** – and the free tea or coffee.

**ALL MEMBERS ARE REMINDED THAT THERE IS NO MEETING IN AUGUST.**

Speakers for meetings in September, October and November are yet to be finalised. Full details will be published in the September copy of Drivelines.

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### **Chairman's Chunterings!**

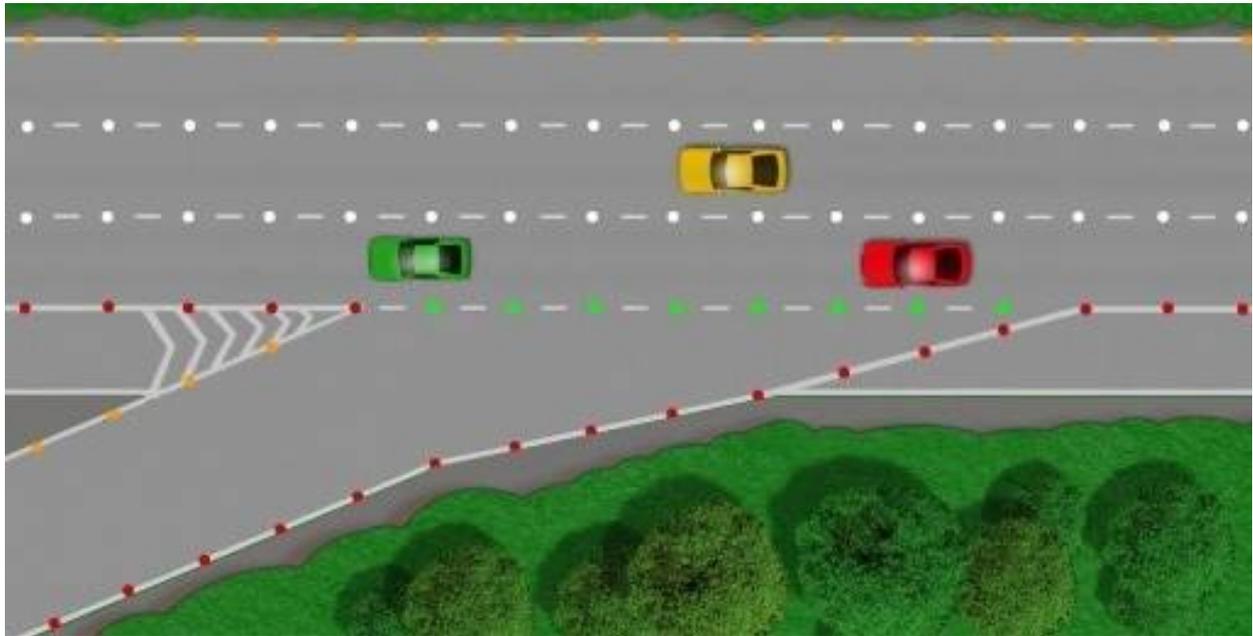
#### **RoSPA HQ**

RoSPA Advanced Driving and Riding Groups throughout the country are experiencing a degree of difficulty with communications to and from HQ. The reasons for this are unknown but either a very high workload or “deaf ears” come to mind. Indeed, some groups have commented to the effect that they feel unsupported and almost irrelevant – I’m withholding my comments! Suffice it to say that, if your annual RoSPA membership renewal or your three-yearly retest is becoming due, be proactive and don’t wait to be reminded by HQ. This does not apply to your annual Norfolk & Norwich Group membership renewals, we will **always** chase you for that, even to the end of the earth (and beyond), unless you already pay the reduced fee by Standing Order!

## Training Officer Observations

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Imagine you are driving the Red car and wish to overtake the Green car:  
where is your limit point and when would you change lanes?



Remember the “Limit Point” or “Vanishing Point” from your training days? They are, of course, the same thing and are most often referred to in relation to negotiating bends safely. However, the principles remain the same for most circumstances we meet on the road, be they bends, hills, bridges, slow-moving traffic and even overtaking! Couple the 2-Sec Rule, being able to stop safely on your own side of the road in the distance you can see to be clear together with the Limit Point principles and you’ve got to be safe haven’t you? (notwithstanding external sources hell-bent on homicide!)

## Test Results

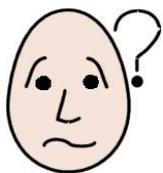
*Test Results*

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During May/June, we were notified of the following test passes:

Alasdair Wilcock      Gold (Retest)

### Refresher Drives



**Did you take your Advanced Driving Test in 2013?** Ok, the first 6 months of 2016 have already gone but 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

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Would you like to become a Group Tutor, do you have the ability and time to pass on your knowledge and expertise? We are looking to recruit another 2-3 more tutors to spread the work load. If your answers to the questions were all **YES**, then please contact the Training Officer – details on the website.

Robin Apps, Chairman/Training Officer

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### **CAN YOU TRUST YOUR CAR'S SPEEDOMETER?**

Is your car's speedometer telling the truth? None of us wants to end up with a speeding ticket when we think we've been travelling at the legal speed, so it is important that the speed you see is accurate.

The simple answer is yes. You can trust your car's speed reading. While some classics might have speedos that tell fibs. Cars built from the 1980s onwards will have a reasonably accurate speedo. Even allowing for wear and tear and age, a speedo is not going to tell when in fact you are going that deliberately over-read by at lower speeds or even on roads, such as a motorway, between the reading on your system or smartphone app. thing, if the speed on the sat-on the car's dash, you are and phones use GPS tracking distance – great for aircraft normal roads as it doesn't The main reason car speedos over-read is because car firms do not want to face legal action for a driver going too quickly. This could result in legal action from a driver who feels a false reading caused them to be prosecuted for speeding or it could be a criminal prosecution if someone was hurt as a result of excessive speed.



you are driving at the legal limit faster. Modern cars have speedos a small amount. This is not obvious 40 mph stretches of road. On faster you may notice some discrepancy car's speedo and that on a sat-nav Don't panic about this. For one nav or phone is lower than the one safely within legal limits. Sat-navs to calculate speed based on time and and ships but not so good for cars on account for undulations and curves.

So, all cars' speedos over read, but this has to be within a 10 per cent margin as it could be just as dangerous for a car to be travelling too slowly causing hold-ups and frustration for other drivers. The speedo must never under read so if it says 60 mph it cannot be any more than that speed.

A worry for some drivers is the speedo might become incorrect as the tyres wear down. However, the speedo is only likely to over-read very slightly more, not less, so it won't risk you speeding when you think you are within the law

What can catch you out is if you change to a set of larger wheels and tyres. If the circumference of the new tyres is larger than the originals, the speedo can under-read and put you at risk of speeding without knowing it. Check with your tyre supplier because you may have to get your speedo re-calibrated to allow for this.

Otherwise, trust your car's speedometer and it will keep you within the law.

I have checked my speedometer and it appears to be reading some 2 mph fast. - Editor.

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### **IS YOUR ECO-CAR, ECO FRIENDLY?**

As per my opening screed, we are inclined to look very closely at the environment friendly cars. They are lower or free of taxation with less usage of fuel. BUT! Scientists have found Eco-friendly cars produce as much toxic particulate pollution as the 'deadly diesels' they are meant to be replacing.

The tiny particles are produced by tyre and brake wear. This happens in all cars, including petrol and diesel, but eco-vehicles produce more because they are heavier, owing to batteries and other parts needed to propel them. The extra emissions are roughly equal to the particulates saved by reduced engine from the road use. The added weight of eco-cars means that when they accelerate or slow down, the tyres and brakes wear faster, producing more particulates. The weight also whips up more particulates from the road surface.

Research has been carried out by a Peter Achten from Holland and a Victor Timmers of Edinburgh University. They used technical data from the motor industry and government research agencies. The direct tests of brake, tyre and roads wear rates do show that non-exhaust emissions produced by a vehicle are directly related to its

weight. It was found that electric and eco-friendly cars typically weigh 24% more than conventional cars. This fits with complaints from electric and hybrid car owners that their tyres wear out faster than on conventional vehicles.

To add to the above findings, scientists from Hertfordshire University carried out tests by installing particulate air pollution monitors in the Southbound Hatfield tunnel on the A.1M which carries up to 49,000 vehicles a day. They found that each vehicle produced 34-39 micrograms of particles per kilometre but only a third came from the engine. The rest comprised mainly tiny pieces of bitumen whipped up from the road, rubber from tyres and brake dust. In towns – where cars brake and accelerate more often – this proportion may reach 90%.

Such findings are a problem for policy-makers whose anti-pollution efforts have been focused on regulating engines. Professor Ranjeet Sokhi of Hertfordshire University who led the study, said: “This highlights the significance of non-exhaust emissions and a need for legislation.”

The Society of Motor Manufacturers and Traders said the industry was working to make eco-friendly cars lighter. “Such vehicles have zero or ultra-low tailpipe emissions and have energy recovery systems, which limit the need for active braking, reducing brake and tyre friction that may contribute to particulate emissions”.

A professor of Environmental Health at Kings College, London, said one hope is in changing the composition of tyres and road surfaces. “Non-exhaust emissions are greater than exhaust and we do not have regulations to deal with these emissions.”

A Department for Transport spokes-person said eco-vehicles still had huge benefits in cutting CO emissions.

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Taken from an article in the Sunday Times.

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Thought provoking. If the above is to be believed (and I have no reason to doubt the logic of it) the choice is yours, buy one because of tax advantages and cheaper to run (less fuel), and less engine nasties in the air, or add to the depletion of the Earth’s atmosphere and to the increase of lung diseases associated with the particulates. I think that most of us would err on the cost effective side until further proof is shown of the detriment of the use of such vehicles.

Noel – Editor

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## **ONE FOR THE OLDIES:**

Being 60 years old is like driving on the motorway at 50 miles an hour. Everybody just seems to pass you by!

## **WARNING - ARE YOU GOING TO FRANCE FOR A DAY OUT OR HOLIDAY?**

**Make sure you leave yourself ample time to get through the English Port!**

Obviously with recent events in France, the French have become very security conscious, and with their reciprocal arrangements with the British the French Border Force operate at the UK Ports. They are now checking all vehicles before they enter France. The other week-end my daughter was going for a day out to Calais from Dover. There was a long queue of vehicles to board the Ferries and it took them 50 minutes to get to the security barrier. As a result they missed their sailing but were able to board a later boat but they were too late to do what they had planned. I have not heard of the situation affecting the other British Ports serving France, but must assume it is the same.

End Piece:

It is holiday time again. My usual plea at this time of year. If you are going by car, even to just the airport, ensure that the mechanicals are in good condition and it will get you to your journeys end. If in doubt get it checked before you leave. You can rely on the breakdown services but it is a busy time and you could be kept hanging around a long time for them to arrive and even then they may not be able to get you going. Thus having a further wait for the recovery to arrive to take you on. A stitch in time.....

It just leaves me to wish you all happy holidays and safe driving. Let me have your holiday stories for our pages. Just send them through to me. Remember there is NO meeting in August hope to see you in July.

Editor

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