



The Newsletter for the Norfolk and Norwich Group

No: 4/17

September/October 2017

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What price your diesel car now? The Government has announced that in the years to come there will be no new diesel cars! Their argument is to protect the environment. Personally I am not too sure that these types of vehicle are the entire problem. Not long ago it was stated that the opposite was the effect. The car giants have jumped on the band wagon and have brought in 'salvage' so that you are tempted to buy new petrol cars. If you are tempted to change be very careful that they have not put up the price of the new car to compensate. I know I am a cynic but that was how I was brought up. I have recently acquired a new car, diesel. I know that it is only a small engine but I was very surprised to learn that there is no road tax on this vehicle. I thought the Government would have made a point in an effort to dissuade you from buying diesel. This has been explained to me that because it has got this scheme that when you stop for a period the engine switches off, but when you touch the clutch it starts again. At one stage recently, locally, the price of diesel fuel was very nearly the same as petrol, but unfortunately it seems to have changed again. I was always led to believe that diesel fuel was cruder than petrol and thus did not need so much refining. I think that in the past more people bought diesel cars and they drove further on a gallon than petrol, so was a catch all for the retailers to put up the price, plus also I believe a cut was made in the petrol tax by the Government which is still in place, but not diesel. If anyone knows more than this please let us know and I will be pleased to publish in the next edition.

In respect of the next edition which should be out in November, due to my being away will now be published in December. Please note details of the November meeting in your diaries. There is NO meeting in December.

Older, Wiser...
 Sexier



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

SEPTEMBER

Wednesday, 27th September 2017

Mike Wabe – ‘Life in Medieval England’

I think the title speaks for itself. Those of us who are interested in history or life as it used to be in our Area will thoroughly enjoy this evening, and others will also find it worthwhile to realise how much we have evolved since those days. Mike also leads Ghost Walks in Thetford (his home town) and Murder Mystery re-enactments with some friends!! He is Town Crier at Thetford and has a web-site too! Definitely a note in your diaries. Remember you can also bring a relative or friend with you who is interested. The glorious raffle and tea and coffee as usual.

OCTOBER

Wednesday, 25th October 2017

This speaker is not confirmed but, should last minute arrangements let us down, have no fear – the Chairman always carries an emergency Roadcraft quiz in his back pocket and RoADAR pens will be provided at no extra cost!

NOVEMBER

Wednesday, 22nd November 2017

This is our Christmas Social Evening but also **Meet an Examiner!** In addition to our annual get-together, we will dispense with the oft threatened in-house presentation and instead have the opportunity to chat, question or seek advice with a new RoSPA examiner in our region. Festive eats with tea and coffee will be available and also our no-expense-spared gigantic raffle. Come along and meet other Members and enthusiasts for Advanced Driving in a convivial atmosphere.

Any raffle prize donations will be most gratefully welcomed!

NO MEETING IN DECEMBER

At some time in the future it is hoped that we will have a DVD and presenter in connection with returning the Bedford Bus of 1950 vintage to the Shetlanders. Meryl, our Treasurer, has personal memories of this event. “It left Norwich on 12 June and Nick Taylor, who restored it, has donated it back to the Islands. He and the original driver, who travelled down from Shetland, shared driving the 1200 miles home via Lincolnshire, the Midlands, Lake District, the entire west coast of Scotland, ferry to Orkney then another ferry to Shetland. We saw it off along with a good crowd and blessed by the Bishop of Norwich. On 23rd

June, we were at the ferry terminal in Lerwick at 7.15am when the Northlink Ferry arrived. The doors opened and "HGE 219" was the first vehicle off welcomed by TV, Radio and Newspaper. "She" was the star attraction at a vintage vehicle weekend on Shetland mainland and is now garaged in her original home."

Chairman's Chunterings!

RoSPA HQ

Changes are afoot! You may have noted various comments over the last year or so regarding a new Constitution for RoADAR Groups. After much deliberation and discussion, RoADAR (RoSPA HQ) have noted the views and comments from throughout the country. These culminated in a series of 4 meetings between RoADAR staff and Group representatives in order to finalise the draft constitution. The new Constitution and various supporting documents will be provided in the next few months to permit groups to either adopt them as presented or to draft their own variations (RoADAR approval required). This will lead to groups being formally accredited to RoADAR. I'm not going to bore you with the details which will be discussed at our October Committee Meeting but please note that we may need to contact all members to ensure that our records are accurate and up to date.

During the HQ meeting I attended, comment was made regarding the poor support groups have been receiving from HQ. RoADAR staffing was clarified by RoSPA's Head of Road Safety (Kevin Clinton) – RoADAR comprises: Amy Brant (Manager), and two part-time assistants! Amy gave a brief description of her task which includes supporting 266 examiners as well as 66 groups and all without a Chief Examiner to refer to. On average, she answers eight "technical" questions a day and without a "technical advisor to refer to ---- No wonder the answer-phone is in constant use!



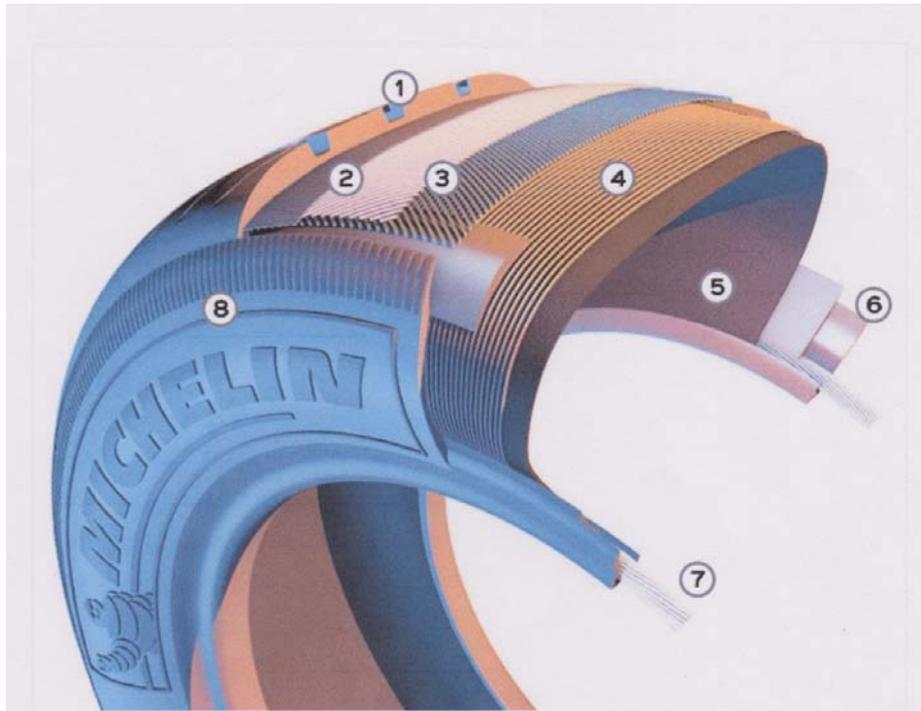
A change of direction now; I recently read an article that referred to using mobile phones to pay for goods. "So what" you might say; well, the article referred to paying for food with a mobile phone whilst in a "Drive-Thru". The point being made was that, because the public had access to the drive-thru (albeit on private land), that land was deemed to be public highway and that the use of the mobile phone was no different to the usual driving offence of using one whilst driving. Whether this is correct or not I can't comment but if it is accurate, then this would also apply to supermarket car parks etc.

Perhaps we should just stick with sandwiches!

How Tyres Are Made

The tyres on your car might seem like simple rubber circles, mass produced in a moulding machine with no distinguishable characteristics other than a tread pattern, but in reality they are carefully constructed using a series of different processes and up to 200 raw materials.

Each tyre model is different and tyre manufacturers invest heavily in research and development to create the best tyres for different driving conditions. When designing a new tyre, one of the key components is the mixture of rubber compounds used in the tyre which is balanced to optimise steering, braking, road handling and wear capabilities. Other key



1. Tread design incorporates grooves to remove water between the tyre and the road surface
2. Zero degree belt found on top of bracing plies in some tyres helps the tyre to maintain its shape at high speeds by resisting centrifugal growth.
3. Bracing plies made from a series of polyester cords, reinforced with steel and encased in rubber make the tread surface flatter increasing the contact patch with the road
4. Radial casing plies contain textile fibre cords that give the tyre strength and enable the tyre to resist pressure.
5. Inner liner made of a synthetic rubber design to keep air in the tyre. Think of it as a kind of inner tube.
6. Bead protector rubber rim strips protect the bead from minor shocks

components of a tyre include the steel bead wires which hold the tyre on the rim of the wheel; the casing ply that gives the tyre strength; and the bracing plies which maximise the tyre's contact patch with the road.

On the outside of the tyre, grooves and tread sipes on the shoulder of the tyre are specially designed to channel water away from the surface of the tyre, maintaining maximum wet grip. The contact patch is also designed to resist general wear and tear and cope with high temperatures generated by friction.

Remember, your tyres are the only contact between your car and the road so it's essential that

they provide sufficient grip and road handling. Your tyres are also designed to deliver a comfortable ride, yet be as robust and hard-wearing as possible, maintaining safe and controlled manoeuvrability for your vehicle.

Tyre Markings

The writing on your tyres can be confusing. The sidewall of typical tyre is imprinted with myriad codes and numbers that are used to identify the size and physical features of that tyre as well as details relating to its manufacture. Many of these tyre markings are of little or no importance to the driver while others are essential when it comes to choosing a replacement tyre.

If you are looking for new tyres you should familiarise yourself with the following tyre markings.



Tyre Size

Your tyre size can be found on the sidewall of your current tyre and is a sequence of numbers and letters. The most common tyre size in the UK is 205/55R16 but there are many variations so it's important to check your existing tyre or to check your vehicle handbook to ensure the right tyre size has been installed.

Tyre width

The first three digits. This displays the width of the tyre in millimetres. A tyre marked 225 will measure 225mm across the tread from sidewall to sidewall.

Aspect ratio

The fourth and fifth digits of the tyre code that immediately follow the tyre width. The aspect ratio or profile height of the tyre sidewall is expressed as a percentage of the tyre width. So an aspect ratio of 55 for example means that the profile height of the tyre is 55% of its width.

Radial

Radial tyres are marked with the letter R. Radial tyres are constructed with the cord plies positioned at a 90 degree angle to the direction of travel to give the tyre additional strength. Almost every new tyre manufactured today is a radial tyre.

Wheel diameter

The next two digits represent the size of the wheel rim that the tyre can be fitted to. It is also the diameter of the tyre from bead to bead. So a tyre marked 16 will fit on a 16-inch wheel rim.

Test Results

Test Results

Since the last issue of Drivelines, we have been notified of the following test passes:

		Tutor
Peter O Neill	Gold (Retest)	
Paula Paterson	Silver (Initial)	Mike Hadfield
Carol Sunderland	Silver (Initial)	Robin Apps
Emlyn Cornwall	Gold (Retest)	

Congratulations to you all - Well done.

End Piece: The DFT provisional road casualty statistics for July to September 2016 have been published. The number of killed and seriously injured for this quarter in 2016 was 8% higher than for the same quarter in 2015. This is a statistically significant increase. The report also states that not all police forces have yet supplied complete data and so the final figures are likely to show a greater increase. Unfortunately, the full figures are still not in for the full year 2016. The DFT blame the Metropolitan Police as they have not yet submitted their figures, but as can be seen from the above there was an increase in the first part of the year. This is upsetting as the trend in previous years was slightly downward. No real reason is given maybe it is just the increase in traffic. The recent reporting of some serious accidents tends to show the number of killed or seriously injured is climbing at each separate accident. The full figures are late, but are now due out at the end of September.

I still have had nothing from anybody to publish. There must be a Member out there who has something of interest to tell us. Please get in touch. Also, I still have not heard from anyone who would like to takeover the publishing of this missive.

I will not be able to make this month's meeting, but should be there in October. This month's looks very interesting I hope most of our Members can make it.

Drive safely.

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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