



NORFOLK AND NORWICH GROUP

ADVANCED DRIVERS AND RIDERS

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DriveLines

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

www.roadanorfolk.org.uk

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IS YOUR CAR SAFE TO USE?

Manufacturers have recently come into some stick for faults on vehicles necessitating recall for repairs. Most of the publicity has been about certain Toyota Models but apparently other makes have problems as well. Nissan have a recall programme and my own Renault Scenic has been recalled for re-programming of the power steering computer. I see also that the Driving Standards Agency, Driving Instructors are refusing to carry out driving tests in certain cars, namely obviously some Toyota models and Citroen C1 and Peugeot 107 cars. So it would appear that most cars have some sort of problem. This is not surprising with how high tech. they are nowadays, but it does make you wonder if what you are driving is really safe! Toyota, by force of circumstances, have been open with their problems but the other manufacturers have kept things very quiet trying to save their image! I understand that from January to April 2009, in Britain, there were 263 recalls covering more than one million vehicles. Apparently there are millions of recalls per annum throughout the world. Alternatively you can look upon it that there are vehicles that travel millions of miles in their lives without any problems and manufacturers do produce the majority of their vehicles to a high standard and often any problem does not show up until several thousand miles later. Providing the manufacturers recognise there is a problem and take immediate steps to rectify it I think we can feel quite safe using our own vehicles.

SORRY OFFICER!

“I’ve just had it serviced and was checking to see if the fault was corrected”

“I thought you were after someone else so I speeded up to make room for you to get by!”

“I had no idea I was going that fast. Thank you for stopping me and letting me know”

“I’m afraid the radio was blaring and I couldn’t hear your siren!”

“I’m just on my way to the M.O.T. From what you say, things don’t look too good!”

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

FEBRUARY 2010

Wednesday, 24th February 2010

Slight alteration to the previous announced speaker.

Graham Harbord, Norfolk County Council Traffic Control.

The history and function of the Control Department. This Department tries to keep you moving on the roads of Norwich and Norfolk. They have control over a lot of the sets of traffic lights in the County and also over the repair and bulb changing, etc.. They obviously have a bigger function than I can describe here. To find out more you will have to come along and hear Graham, I am sure that this will be an interesting evening. Please come along and support us.

In the past we have had a group visit to the Control Room which was very interesting. I hope we will be able to arrange another visit after Graham Harbord gives us his talk. Watch this space!

MARCH

Wednesday, 24th March 2010

The Annual General Meeting

Followed by the showing of the latest DVD shot from the air, of the Norfolk Coast.. I have seen this DVD and I think it is a very good portrayal of our wonderful coast-line.

The AGM of course is when you can have your say about your club and also pick, and a chance for you to join, the committee. This is really a must for you to attend.

APRIL

Wednesday, 28th April 2010

Guy McCurley, Chairman of the 'Think' Norfolk Road Safety Consortium.

Guy is a serving Fire Officer and I am sure his talk will be of great interest to us all.

SANDRINGHAM FLOWER SHOW

The Sandringham Flower Show is being held this year on Wednesday 28th July.

It is intended to have a visit to the show and this will be instead of our usual monthly evening meeting. John Laycock our Meetings Co-ordinator is organising the trip and taking a 50 seat coach to the event probably leaving Norwich about 1000 hours. Cost yet to be determined.

If any members are interested and would like to join us for this grand once a year event please contact John Laycock direct to reserve your place.

John can be contacted on 01603 720125.

2010 SUBSCRIPTIONS OVERDUE

There are still some Members who have not renewed their Annual Subscriptions for the Norwich and Norfolk Group nor have they notified Peter that they no longer wish to remain as Members. This £10 subscription is now due for the next year (unless you have paid for your subscription since September 2009 then yours is not due until December 2010). Please forward your cheques/money (cheques made payable to RoSPA Advanced Drivers Association, Norfolk and Norwich Group) to Membership Secretary, Peter Matchett, 61 Stylman Road, Cloverhill, Norwich, NR5 9ET as soon as possible. Alternatively please hand to Peter or Meryl 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).

CLASSIC CARS



BENTLEY 3.0 Ltr.

Production: 1921 - 1927
Manufactured: 1633
Engine: 4 Cylinder - 16 valve
Engine Size: 2996cc
Max. Power: 80-90 bhp
Transmission: 4 speed
Top Speed: 80 mph

MERCEDES 500K/540K

Production: 500K 1934 - 1936
540K 1936 - 1939
Manufactured: 500K 354
540K 406
Engine: Straight eight OHV
Supercharged
Engine Size: 500K 5018cc
540K 5401cc
Max. Power: 500K 160 bhp
540K 180 bhp
Transmission: 3 speed + overdrive / 4 speed +
Top Speed: 105 mph



GONE!

ON A MOTOR MANUFACTURERS THEME THIS MONTH A FEW EUROPEAN MOTOR MANUFACTURERS FORGOTTEN OR SHORT LIVED

A contribution from John Pound.

I recently came across a book giving a brief pictorial history of motor manufacturers. There were all the names one knows today, but there were others who only had a few years of manufacture, perhaps only producing one really excellent vehicle.

Taking the period from 1895 to 1939 there were about thirty that are forgotten to-day. The biggest leading manufacturer of this time would appear to be the French with fifteen followed by Great Britain with seven, Germany/Austria with six, Italy with two and Belgium with one! The very early models to about 1900 actually looked like converted horse carriages. Some of the manufacturers started in business making bicycles, which explains why the first cars produced by them were chain driven, this applied especially to the French.

It would appear that some manufacturers were producing more reliable engines than others, namely the French and German producers. These were used by many builders. Most of the vehicles from about 1900 to 1912 began to be constructed on a chassis. They all looked very similar being either saloons or tourers. Some of the innovations adopted by early manufacturers are still used to-day like the De Dion Bouton transmission system. In fact a great many early models, like to-days, were so similar in appearance that they were only recognised by the bonnet badges. So what's new!

The Belgian manufacturer made the Minerva from 1899 to the outbreak of WWII, but had started by producing cycle-cars. After the first world war they exported to America and it was reputed that Henry Ford drove one. Some of the early French manufacturers names such as 'Amilcar', 'Berliet', 'Chernard-Walcker' and the 'Voisin' ceased manufacture in 1939. Some were taken over by some of to-days well known car producers like Peugeot and Citroen. Other French companies like, 'Ballot', 'Bignan', 'Brasier', 'De Dion-Bouton', 'Darracq', 'Gobron-Brille', 'Mors' and 'Tracta' were all such small companies they went into liquidation or collapsed in the slump of 1920/30s.

Of the British manufacturers some only were in production for about thirty years. There was the Arrol-Johnston/Arrol-Aster produced in Scotland and went into motor racing as a way of promoting its cars. However, its output was small and was forced to close in 1929. Another manufacturer was Clyno who was only in production for seven years. They gained a reputation for reliability and tried to build down to the magical £100 to compete in pricing with Morris Motors. They were under capitalised and distributors withdrew support. Another short-lived firm was G.N.Ltd. who tried to build lightweight four wheel cycle-cars to appeal to the motorcycle and sidecar users. This was not a great success and the mark disappeared by 1925. Another British firm Hampton Eng. Co. was noted for motor sports and hill climbs. Their vehicle lapped Brooklands at about 90 mph in 1920, but they only made cars from 1912 to 1931. Another name, Napier, had been making industrial machinery in the early 19th century. They produced cars from 1900 to about 1924 which were very reliable and popular, especially with professional buyers such as the Army, Clergy and Doctors. This company continued in the production of aero engines up to 1945 then becoming part of English Electric. One short lived sports car was the Squire, which was only in production for two years, 1934 – 36, but was too ambitious and very over priced.

One German manufacturer who appeared to be successful was Adler's who original made bicycles and typewriters. They designed large engine cars of 1½ litres with 6 cylinders, but ceased production in 1939. The Austro-Daimler Company had a very chequered history. The Daimler name became part of the British car manufacturer in Coventry. They were also linked with Porsche in 1903, they made military vehicles during the Great War, then were linked with Fiats in the 1920 but had ceased the manufacture by 1935. The Benz Company were producing vehicles from 1895 until an agreed merger with Mercedes in 1926. Another early German company was Horch who is known for its large luxury cars. Some were built for the Wehrmacht in the 2nd World War. They were very popular with the Nazi Party hierarchy and are often seen in pictures of the 1930s. The firm of Maybach built a few cars but they were large and heavy which made them uneconomical but the company is best known for its aero engines which powered the First World War 'Zeppelins'.

The Itala Company which was started by the Ceiranp brothers in Italy was known for their success in motor racing and hill climbing. In fact, Prince Scipione Borghese won the Peking-to-Paris marathon race in a 35/45 Itala in 1903. The other early Italian manufacturer was O.M. which had an association with Brixia-Zust. They produced cheaper cars, in particular the 1495cc three-cylinder models. These were popular as London taxis by 1910. Their first six-cylinder Tipo 665S won the first Mille Miglia race in 1927. They then put more emphasis on commercial vehicles such as vans and taxis. In 1933 production ceased with the firm being taken over by Fiat.

This is just a few short facts that some of you may find interesting. I have not covered the post WWII period concerning the demise of many European car manufacturers, or early American vehicle manufacturers, nor the rapid rise in Asian car producers.

To be continued.

MYTHS

After the excellent article on Scams last month, Mike Dack now explains some of the Myths surrounding the use of mobile telephones. He has arranged the article as replies to information received by one of our Members:

Basically they are all 'Urban Myths' but with a few elements of truth

1. The Emergency Number worldwide for Mobile is 112. If you find yourself out of the coverage area of your mobile; network and there is an emergency, dial 112 and the mobile will search any existing network to establish the emergency number for you, and interestingly this number 112 can be dialled even if the keypad is locked. Try it out.

Answer:

Not quite. Throughout most of Europe and a few countries outside of the EU, dialling 112 will connect users to local emergency services. However, the number won't work in North America, nor most of Asia and Africa. Many, but not all, cell phone models will allow special emergency numbers to be dialled even if the phone lacks a SIM card or the keypad is locked.

2. Have you locked your keys in the car?

Does your car have remote keyless entry? This may come in handy someday. Good reason to own a cell phone: If you lock your keys in the car and the spare keys are at home, call someone at home on their mobile phone from your cell phone.

Hold your cell phone about a foot from your car door and have the person at your home press the unlock button, holding it near the mobile phone on their end. Your car will unlock. Saves someone from having to drive your keys to you. Distance is no object. You could be hundreds of miles away, and if you can reach someone who has the other 'remote' for your car, you can unlock the doors (or the trunk).

Answer:

False. As discussed previously in these pages, cell phones and remote keyless entry systems work on entirely different radio frequencies. Therefore, cell phones are incapable of re-transmitting the signal from a remote key to unlock a car door

3. Hidden battery power.

Imagine your mobile battery is very low. To activate, press the keys *3370# Your mobile will restart with this reserve and the instrument will show a 50% increase in battery. This reserve will get charged when you charge your mobile next time.

Answer:

False. On some Nokia phones, users can punch in special codes and toggle between speech codec modes to 1) enhance voice transmission quality at the cost of diminished battery performance, or 2) enhance battery performance by decreasing voice quality. Apparently, some users have misconstrued the latter as "tapping into reserve battery power." On that score the email is doubly erroneous because *3370# is the code for enhancing voice quality, so using it actually decreases battery life!

4. How to disable a stolen mobile telephone:

To check your Mobile phone 's serial number, key in the following digits on your phone: * # 0 6 #

A 15 digit code will appear on the screen. This number is unique to your handset. Write it down and keep it somewhere safe. When your phone get stolen, you can phone your service provider and give them this code. They will then be able to block your handset so even if the thief changes the SIM card, your phone will be totally useless. You probably won ' t get your phone back, but at least you know that whoever stole it can ' t use/sell it either. If everybody does this, there would be no point in stealing mobile phones.

Answer:

Not exactly. On some cell phone models, but not all, pressing *#06# will cause the phone's 15-digit International Mobile Equipment Identity to be displayed. Some service providers, but not all, can use that information to deactivate the handset. In any case, it isn't necessary to supply an IMEI number to cancel your cellular account in the event of theft; simply call your provider, give them the appropriate account information, and tell them the phone was stolen.

Extracted from - http://urbanlegends.about.com/od/business/a/cellphone_tips.htm



NORFOLK AND NORWICH GROUP

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ANNOUNCEMENT

**THE ANNUAL GENERAL MEETING
OF THE NORFOLK AND NORWICH GROUP
OF THE ASSOCIATION WILL BE HELD AT
THE PAVILION, CRINGLEFORD PLAYING FIELDS
AT 7.30PM ON WEDNESDAY, 24th MARCH 2010**

All members, associates and friends are welcome and it is hoped that as many of you as possible will be able to attend. It is your chance to have your say about **YOUR** Club. Any changes you may wish to see, any other ideas you might have or perhaps it is that you are just happy with the way it is.

Anyone who is keen enough is most welcome to join us on the Committee. We do need new Committee Members, especially any of our younger members with new ideas for 'pepping' up the Club. We need suggestions especially on ways of recruiting new associates so that the 'Advanced' message gets across to the public. If you would like to help out on the committee, please contact Tony Self or Noel Baker before the evening so that they are aware of your interest.

The committee meetings only take place roughly about every 3 months, so you can see it is not a very onerous task. Go on give it a go!

Please try and make it to the meeting to support us. Remember this is your Club.
Your input is very necessary so that we know in what direction to take the Group

That is the end this month. My usual plea is to please send me some articles to publish, on any subject.

Noel Baker
Editor

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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.

AN APPEAL FOR NEW TRAINERS.

With Spring just around the corner we hope to make rapid inroads into the list of our prospective trainees who have been patiently waiting their turn throughout the dark winter days. I wonder whether there are any of you out there and reading this who would like to undertake the training needed to turn into one of our Trainers in order to help those currently waiting to achieve the same qualification that you have earned.

This training is given by members of the Group with the final qualifying run being undertaken with our President , Noel Baker – so there will be no faces you don't recognise.

The training is normally completed on a single day (usually a Sunday) and once qualified and registered at HQ you will be allocated to your first trainee. From your own experience you will remember the level of involvement necessary from this point.

The reward? Personal satisfaction, grateful thanks from your trainees and the committee – oh yes, and free membership of the Group!

To sign up or get further details please contact Sue on 01603 413890 or sueprutton@waitrose.com