



The **BEDFORD** Group of RoSPA Advanced Drivers and Riders Members Newsletter

Visit the **BEDFORD** Group online at www.roadad-bedford.org.uk **June 2010**

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June Meeting

Parliamentary Advisory Council for Transport Safety

This month we very are pleased to welcome Robert Gifford, Executive Director of the Parliamentary Advisory Committee for Transport Safety (**FACTS**) as our Guest Speaker. **FACTS** is a registered charity that advises MPs and Peers on road, rail and air safety issues. Robert will talk about Road Safety beyond 2010 and the challenges faced to make our roads safer in a time of financial constraint.

As always there will be the questions and answers session. Please show your support at what I am sure will be a very interesting and informative evening.

We hope to see you at 8pm on Tuesday 15th June 2010 at the Training Centre of the Bedfordshire and Luton Fire and Rescue Service, Southfields Road, Kempston.

May Meeting: This month we gained (legal) access to the Training Centre and "The Secret Life of the Motorway Part 2" DVD was shown but not without a few gremlins and a bit of finger trouble. I accidently pressed the "power on/off button" on the PC, thinking it was the "close DVD tray" button! One helpful Fire Officer later we were up and running. 10 minutes later the PC decided it would it would attempt to "go to sleep". Again thanks to the Fire Officer for quickly returning to log us back on again. Thanks to Alan who then moved the mouse every 9 minutes to stop the "sleep mode re-occurring"! I hope our attendees enjoyed the nostalgic look at motorways. Particularly

fascinating to see how the motorway service stations actually started out as "the champions of high class cuisine and dining sophistication" (yes you read that correctly!) with the likes of Rocco Forte extending Cordon Bleu cuisine to the driving masses. At one time Watford Gap Services was also the place to meet many a pop star too. How times have changed!

Better Driving Course: It was disappointing that take up for last course was not sufficient to run the course. However, we hope to provide another course sometime from September onwards. We will advertise the course nearer the date. It would however be

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helpful to the Committee to have an indication of numbers who would like to attend the course. A tentative “yes” won’t commit you to anything, but an indication of numbers would be useful. Details of the course contents are available at www.roadabedford.org.uk If you are likely to take up the offer of the Better Driving Training Course please email me at newsletter@roadabedford.org.uk

Wheely Stuck? Ever had a problem removing a wheel from a vehicle?

Safety First Always:

Before I continue please remember that your safety and those of any others who may be affected by your actions or inactions must be your number one priority before you carry out any maintenance activities on a vehicle. **DO NOT** attempt to carry out maintenance work and/or change a wheel unless you are competent to carry out the work and have assessed all likely risks. Roadside wheel changes in particular can be particularly hazardous. The following **are not** detailed “how to instructions”. Make sure therefore that you consult the relevant repair manual for your vehicle before carrying out any work on your vehicle: Follow **all** instructions **and** safety advice given in it. Make sure you have the appropriate tools for the job too.

If in any doubt about your ability to carry out the work get a competent mechanic to carry out the work for you.

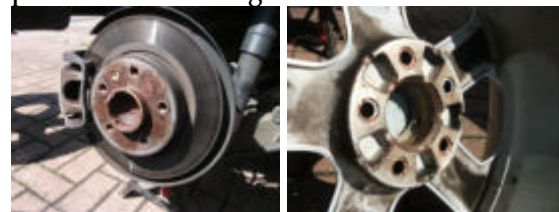
One thing I have found over 30 years of car ownership, particularly where the vehicle has alloy wheels, is a tendency for the wheel and hub flange to corrode and very effectively “glue itself” to the hub flange. You often don’t know this has happened until you need to remove the wheel to swap it for the spare wheel. Service schedules often require the garage to check the tightness of the wheel nuts / bolts, but rarely to remove and refit each wheel. I found two difficult to remove wheels on a car just purchased that was only 11 months old!

Knowing this may well occur, my approach (even with a new car) is to remove each wheel in turn, wire brush away any corrosion found and then coat the central hub of the wheel and the hub flange with a thin layer of copper grease and then refit the wheel.



Above: Typical corrosion to hub flange face

Below: Hub flange and wheel centre contact points cleaned up and a very thin layer of copper grease applied to the wheel contact points and hub flange



Be careful not to use excessive amounts of copper grease and keep any grease well clear of friction surfaces such as the brake disc / brake pads. Clean up the threads to the wheel studs / bolts with a wire brush before refitting the wheel. Most manufacturers (check for your specific vehicle) advise not to lubricate the threads and make sure you tighten the wheel nuts and bolts to the manufacturer’s recommended torque setting.

Similar corrosion often occurs on alloy wheels (once they reach 5+ years old) that results in hidden corrosion occurring where the road wheel seals to the tyre. This can often result in regular loss of tyre pressure, 4+ PSI every day. When this happens wheel replacement or refurbishment is the only long term solution. So remember **to check** your tyres regularly; your life and others may depend upon them.

Keith Hooson