



Bedford Group RoSPA Advanced Drivers

RoSPA Advanced Drivers and Riders Accredited

Members Newsletter

March 2024

Visit the Bedford Group of RoSPA Advanced Drivers online at <http://www.road-a-bedford.org.uk>



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Welcome to the March 2024 issue of the Bedford Group of the RoSPA Advanced Drivers Newsletter.

Main topics:

Committee Meeting - update to follow

Congratulations to John Mower who achieved a Gold Pass!

Welcome to James Kirby – a new member

**Snippets: The issue of dazzling headlights and fall in electric car sales generally.
Chinas BYD cars outselling Tesla**

Quiz answers

Val Jones

March 2024

Committee update

The Committee meeting update to follow

Quarterly newsletter

I am aware that I suggested a more slimline format was planned but I got carried away! You haven't had one for a while so deserve a detailed edition!

Members are reminded that the newsletter and past editions can always be picked up from our website.

Val Jones – Newsletter Editor

Congratulations are in order

For John Mower who achieved a gold pass with Keith Wilton as examiner on the 20th February 2024. Well done John

Retests – a reminder

Members with a retest are invited to arrange a free observed drive to provide any pointers to prepare for their test.

Val Jones, Newsletter Editor

Welcome to James Kirby a new member!

Reminder

If you are waiting to be allocated a Tutor, you are advised to purchase and read the current edition of Roadcraft (2020) and The Official Highway Code (2022).

When you are allocated a Tutor, you are advised to **make contact within a four-week period.**

Drives can be arranged at a mutually convenient time. If contact has not been made within the four-week period, you may be put back on the waiting list to allow another member access.

Remember to forward details on your test passes, dates and grades to secretary@roada-bedford.org.uk to ensure we have the correct details and can celebrate your successes.

Have you been notified by RoSPA that you are due a retest?

If so, **the group offers an observed drive to members ahead of a retest.** Let us know if you would like to book an observed drive through our Training Co-ordinator? training@roada-bedford.org.uk

If we have the relevant details of your last test in our membership records, we can anticipate when a request may be forthcoming.

Snippets:

The issue of dazzling headlights was raised by one of our committee members Tony Glasson who noted that he has been

"been frustrated over the past few weeks with having to do some night driving. My big concern is the intensity and brightness of these new HID headlamps.

They might be fine for the driver but Teslas are so bright and so high they really are dangerous. Has ROSPA dipped its toe in the water on this issue as once upon a time headlamp bulbs were regulated to 65 watt main beam and 55 watt dipped .

A 65 watt headlamp light up to 800 lumen's of light whereas the new LED lights go up to

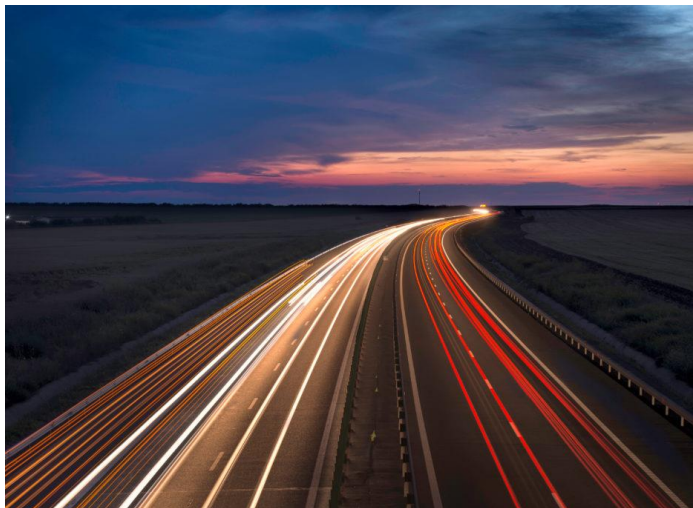
4000 lumen's. There has been no new regulations to take into effect the brightness of these lights and it's only a matter of time before someone is killed due to being dazzled

Ironically it hit the headlines on the news by co-incidence.

I have written to my MP as well. There have been 7 recorded fatal accidents in the UK as a direct result of being blinded and 35 crashes (non fatal) there is no law covering these new lights as the old regulations were bought in in 1089 and then the maximum power was 65 watt for headlights (800 lumen's)

However talking to a colleague in the trade he tells me the new "HI Brite" blue are 10,000 lumen's so blindingly bright almost 11 times brighter than the old regulations

Tony



Is there a maximum legal brightness for headlights in the UK?

Maybe you've been dazzled one too many times by oncoming drivers, and you want to know whether those other drivers have been breaking the law. Or perhaps you're considering getting some new headlights for your car, and want to know what your options are.

In this post, we'll look at what UK law has to say about the legal brightness of headlights, before exploring how this might affect you.

IS THERE A LEGAL BRIGHTNESS FOR HEADLIGHTS IN THE UK?

The law to look at is [The Road Vehicles Lighting Regulations 1989](#). This law goes into considerable detail about what's legal when it comes to headlights in the UK. The law doesn't exactly specify a maximum legal brightness. But it strongly implies that there is one.

In short, it stipulates that all of your car lights must have an approval mark – often called an E mark – or a British Standard mark. After all, if you fit your headlights with a bulb that's going to blind other drivers, then it won't have any marks of approval. So it won't be legal anyway!

But beyond this, the law essentially states that your headlights must be white or yellow, and that they must be bright enough to allow you to see around 100 metres ahead of you *without blinding other drivers*.

WHEN SHOULD YOU USE YOUR HEADLIGHTS?

There are laws and stipulations about when and how you should use your headlights. For example, [you could get a penalty if you use your fog lights when it's not foggy](#). You should also take care when driving with full-beam headlights after dark, **to avoid dazzling other drivers**.

But in both cases, these are driver behaviour issues, rather than issues with the headlights themselves being too bright

WHY ARE HEADLIGHTS SO BRIGHT AND DAZZLING?

Do you find oncoming lights too bright when you're driving at night? Do they dazzle you, and leave you feeling disorientated? If this keeps happening, then it might be a problem with you! Book an eye test and talk to your optician. But also, it should go without saying that you shouldn't stare directly into the headlights of oncoming cars.

ARE LED HEADLIGHTS BRIGHTER?

Some drivers fit their cars with LED headlights. These can be significantly brighter than standard headlights. However, often it's not the lights themselves that are too bright. Instead, it might be an issue with the way the

lights have been fitted. They might have been installed at the wrong angle, in such a way that they're more likely to dazzle other drivers.

This is one of the things you'll have to consider if you're thinking of customising your car with new headlights. Let's take a look at some of the other legal considerations when it comes to custom headlights.

WHAT HEADLIGHTS ARE ROAD LEGAL?

Remember: Only bulbs that have that E mark for approval are road legal. If you're shopping around for new headlight bulbs, look out for that E mark. If you can't find one, then don't risk it: The bulb might not be road legal. Some manufacturers will outright tell you if their bulbs are not road legal. But others will not. It's better to be safe than sorry. So, if you're in any doubt, look elsewhere.

CONSIDERATIONS FOR XENON HEADLIGHTS, AND OTHER TYPES OF BULBS

High-intensity discharge (HID) lights, filled with xenon gas to make them more effective, are technically illegal in the UK. However, they are perfectly fine under EU regulations. So this is a bit of a grey area: The law allows for EU cars registered in the UK to be fitted with HID xenon lights. But the Department for

Transport generally treats the sale and use of aftermarket HID lighting kits as illegal.

When some people think of HID xenon lights, they tend to picture headlights in cool shades of blue and other colours. And while you might dream of driving a car with glowing green headlights, unfortunately, there are strict laws concerning the colour and intensity of your headlights.

In short, they must be white or yellow. But not too white, and not too yellow. Most manufacturers will specify their bulb's colour temperatures. Generally speaking, Xenon HID bulbs cannot have colour temperatures in excess of 8000K, and halogen bulbs must not have a colour temperature in excess of 4300K.

Again, it's best to look at the packaging, and to talk to the manufacturer. If they can't or won't tell you whether or not their bulbs are road legal, then it's time to shop around for a more reputable manufacturer!

The Mail January 6th

Private buyers are slamming brakes on sales of electric cars

Electric car sales to private buyers have gone into reverse, now making only up to a quarter of purchases.

Individuals bought 71,984 of the vehicles last year -23 per cent of the total 314,687.

But in 2022 they purchased 88,910 – 33 per cent of the total.

Businesses upgrading their fleets made up the remainder of their sales. They purchased 242,703 electric cars up from 178,294 in 2022. Electric vehicles made up only 8.8 per cent of sales to private purchasers, with petrol cars remaining the most popular option.

It is the latest setback in the push to achieve “net zero” carbon emissions by 2050. Convincing UK drivers to ditch traditional vehicles is one of the biggest challenges facing ministers.

Manufacturers may struggle to meet new rules- which came into force on Wednesday 4th January forcing them to sell a minimum number of zero emission cars. Under legislation, 22 per cent of new cars must be electric this year, rising to 80 per cent in 2030.

Manufacturers who fall short will have to pay a fine of £15,000 for each non-compliant car. Just 16 per cent of the 1.9 million new cars sold last year were pure electrics.

Rishi Sunak pressed ahead with the rules despite opposition from senior Tories, including former business secretary Sir Jacob Rees-Mogg and Boris Johnsons Brexit negotiator, Lord Frost. However in September the Prime minister pushed back a ban on sales of new petrol and diesel cars from 2030 to 2035.

The Society of Motor Manufacturers and traders (SMMT) urged ministers to stimulate demand among drivers by halving VAT on purchases for three years. Electric models can cost as much as £10,000 more than

their petrol or diesel equivalents. Slashing VAT would bring them more on line with fossil fuel vehicles.

SMMT boss Mike Hawes said “For the private consumer, yes you will be exempt from vehicle excise duty (road tax) for the next financial year, but that is it. So, what we think we need is something that stimulates the private market, which is why we are saying to look at halving VAT to 10 per cent.

The cost of running EVs soared last year, with insurance rising by up to 60 per cent and charging becoming up to a fifth pricier than filling up with petrol or diesel.

Howard Cox Of the FairFuelUK campaign said motorists are not queuing to buy or lease new electric vehicles because they are exorbitantly expensive to buy.”

The Guardian: January 2nd 2024

China's BYD overtakes Tesla as top-selling electric car seller

Build Your Dreams outsells rival in final quarter of 2023 figures for battery-only vehicles



The BYD (Build Your Dreams) electric car factory in Xi'an, Shaanxi province,

Electric, hybrid and low-emission cars

Elon Musk's Tesla has been overtaken by its Chinese rival, BYD, as the world's top selling electric carmaker.

BYD, which has been backed by the US investment billionaire [Warren Buffett](#) since 2008, has beaten Tesla's production for a second consecutive year.

BYD, [which stands for Build Your Dreams](#), said it produced 3.02m new energy vehicles in 2023. The American multinational Tesla announced on Tuesday that it made 1.84m cars. However, BYD's sales figures include 1.6m battery-only cars, and 1.4m hybrids, which means Tesla is still the leader in the production of electric battery-only cars. Nevertheless, in the final quarter of last year BYD outsold [Tesla](#) in battery-only cars – 526,000 to 484,000 – for the first time. Most of BYD's vehicles sell at a lower price point than Tesla, which derives about 20% of its sales from the Chinese market.

Chinese electric carmakers such as BYD and Nio have set their sights on becoming major players in international markets, with a particular focus on Europe. In December, BYD, which sells five models in Europe and has plans to launch three more this year, announced plans to build a new factory in Hungary. Last year, the company said it did not consider building its first European factory in the UK [because of the impact of Brexit](#). BYD said the UK had not even made a [top 10 list of possible locations](#) to build its first European car plant.

China's top-selling electric carmaker is targeting sales of about 800,000 cars annually in Europe by 2030. However, these goals could be under threat after the European Commission launched an anti-subsidy investigation last September into Chinese electric vehicle imports.

Commenting on the decision at the time, the European Commission president, Ursula von

der Leyen, said that Chinese electric vehicles were now flooding global markets and were being “kept artificially low by state subsidies”.

The investigation, which is expected to last a year, could result in the EU imposing punitive tariffs on Chinese vehicles.

The Hong Kong-listed BYD, which was founded by a former university professor, Wang Chuanfu, and began developing batteries in 1995, intends to become a global powerhouse in the electric vehicle market.

Tesla, which is led by Musk, [said last month](#) it was recalling just over 2m vehicles in the US fitted with its Autopilot advanced driver-assistance system to install new safeguards. One of the advantages BYD has over its US and European counterparts is its ability to manufacture electric vehicle batteries in-house.

Susannah Streeter, head of money and markets at the investment platform Hargreaves Lansdown, said: “While it’s the world’s leading supplier of rechargeable batteries, Tesla relies on several suppliers and has flagged shortages of lithium as demand ratchets up as a supply chain obstacle in the years to come.

“BYD is already making moves to secure the precious metal by buying a stake in a Chinese lithium producer. It’s had its eye on purchasing mines in Africa and is scouting assets in South America, where the metal is mined.”

The emergence of China as the top-selling electric vehicle producer comes at a significant time: the start of a presidential election year in the US.

China-US relations, particularly around trade, are likely to be a key part of the campaign for the presidency, which looks likely to be fought between Joe Biden and Donald Trump.

Last month, the Biden administration brought in new protectionist measures for its EV market by blocking full subsidies through his Inflation Reduction Act to EV companies

with significant Chinese links. US-manufactured electric vehicles that include Chinese-made battery components would also be blocked from accessing full subsidies.

The Wall Street Journal also reported just before Christmas that the US government was looking at raising tariffs on some Chinese goods, including electric vehicles, to bolster the US clean energy sector. This would be on top of the 25% tariffs on vehicles imported from China, which were brought in under Trump’s presidency, and extended under the Biden administration.

The US is looking to take action in other areas where it has security concerns about China’s manufacturing capabilities.

On Monday it was reported that the Biden administration had put pressure on the Dutch government to block the shipments of hi-tech chip-making machinery to China by one of its key technology companies.

ASML, a leading supplier to the semiconductor industry, confirmed that the government had partially revoked its licence to export three chip-making lithography machines to China.

Bloomberg reported that the decision came after US officials had requested the move in an attempt to restrict the growth in China’s semiconductor manufacturing capabilities.

November 2023 quiz is based on Roadcraft Chapter 11

Overtaking

1) Which type of road is most dangerous per mile for the road user?

Answer: **Rural roads**

Many overtaking deaths are due to head on collisions on rural roads. Rural roads are the most dangerous roads per mile travelled for all types of road user.

2) You're planning to overtake vehicles in a line of traffic, and you've identified a small gap between the vehicles in front. Should you overtake?

Answer: **No you shouldn't overtake if you have to force your vehicle into a gap**

Before you overtake, identify a clear gap between the vehicles in front that you can enter safely. This gap may get smaller before you arrive, so choose one to allow for this. Don't overtake if you have to force your vehicle into a gap.

3) Why is overtaking on a single carriageway the most hazardous form of overtaking?

Answer: **Because you are putting your vehicle in the path of any oncoming vehicles**

Plan your manoeuvre with great care. Remember you can always reconsider your decision and hold back.

4) You are planning to overtake on a single carriageway.

There's a vehicle moving towards you in the opposite lane. How can assessing its size help you complete the overtaking manoeuvre safely?

Answer: **It can give you clues about the possible speed**

You need to be able to judge the speed and distance of the oncoming vehicles accurately to assess you can reach the return gap before they do. This can be extremely difficult, especially on long straight roads. The size and type of the oncoming vehicle can give you clues about the possible speed.

5) You're driving on a three-way single carriageway. The vehicle in front is overtaking in the middle lane. Why shouldn't you follow it through the gap?

Answer: **The vehicle in front may slip safely into a small return gap leaving you in the middle lane facing oncoming vehicles.**

Don't be tempted to follow another vehicle through an apparently safe gap on a three-lane single carriageway. Always identify a safe return gap of your own. The vehicle in front may slip safely into a small return gap leaving you in the middle lane facing oncoming vehicles.

6) You're planning to overtake the car in front. Both vehicles

are approaching a lay-by on the other side of the road. What do you need to be particularly aware of?

Answer: **Drivers pulling out of a lay by on the other side of the road may not have seen you**

Drivers pulling out from the lay-by on the other side of the road may not have seen you because they're watching what's happening behind rather than in front of them.

7) Another driver is overtaking you. What should you do?

Answer: **Try to give them a safe return gap**

Helping other road users to overtake eases tensions and contributes to a co operative driving culture that increases safety. Use your mirrors and be alert to the intentions of drivers behind you. If another driver or reader is overtaking you try to make it easier by leaving enough distance between you and the vehicle in front to give them a safe return gap, but don't suddenly reduce speed to achieve this.

8) What are the three stages of Overtaking?

Stage 1- Following position

Where you are gaining on a vehicle in front but can see it isn't possible to overtake immediately, reduce your speed so you can follow at a safe distance while you look for a safe opportunity to overtake.

Stage 2- Over-taking position or contact position

Close some of the distance between you and the vehicle ahead. Position your vehicle to get the best possible view and opportunity by moving to the overtaking position. Always have due regard for safety.

Stage 3 -Overtaking

Position your vehicle so that you have a clear path beyond the vehicle you wish to pass without accelerating. This usually means moving to the right to increase visibility.

Conform It's safe to overtake

If not return to the following or overtaking position (whichever is most appropriate)

If you can complete the manoeuvre safely accelerate past

Recap from last Edition

Overtaking : Key safety points

- Only overtake if you can see far enough ahead to be sure it's safe.
- Avoid causing other vehicles (overtaken, following or

oncoming) to alter position or speed

- Before you overtake, assess whether your vehicle is capable of the overtaking manoeuvre you're planning.
- Before starting to overtake, always ensure you can move back to the nearside in plenty of time.
- Always be ready to re assess if a new hazard comes into view.
- Only overtake in situations where you won't come into conflict with other road users.
- Make sure you can complete your overtake legally.
- When possible, avoid overtaking three abreast to leave yourself a margin of safety.
- On multi- lane carriageways, only overtake on the nearside if there are queues of traffic and offside queues are moving more slowly.
- Never use the hard shoulder for overtaking.
- Consider signalling if it will benefit any other road user. Make sure your signal is clear and cannot be mis interpreted.
- Always be patient and leave a margin of safety to allow for errors.