



## M A G A Z I N E O F T H E

Tyre condition and pressures should be checked prior to each journey. Because tyres do not last indefinitely, even in storage, pneumatic tyres should be replaced if there are signs that the walls are damaged or that they have become inflexible. Tyres should be replaced, whether they are worn or not, after a number of years in accordance with manufacturers' recommendations or other appropriate guidelines.

### **TYRES—WARNING.**

Her majesty's Coroner for Manchester wrote to FBHVC just after the last Newsletter went to press and many will have seen this topic on our website—it is an important matter and we urge clubs to pass the warning on to their membership if they have not already done so.

The letter concerned an accident that took place last year in which the driver of an H registered MGB lost his life when a rear tyre burst on the M56. The driver was a skilled mechanic and a careful and experienced driver who was not travelling particularly fast at the time. The car was described by police as being maintained in excellent condition. The surviving passenger said that just before the accident the driver had commented that a "tyre wobble" had developed and he was going to 'drive through it'. The wobble went briefly, but then the tyre burst, causing the car to spin, clip a kerb and flip over.

Subsequent investigation showed that although hardly used the tyre was 25 years old. It was one of a set of as-new tyres and wheels bought at an autojumble the previous year for use for show purposes (at the time of the incident the car was on its way to an event at Oulton Park)

This note appeared in the Newsletter for December 2003 following a suggestion that tyre dating may become a feature of the MOT:...*the Vehicle Standards and Engineering Division at the Department*

*of Transport [has advised us] that although most tyres already carry date of manufacture in their side-walls, there are no plans to implement regulations to check such dates at the annual MOT test. DfT would, of course, change their mind if tyre failure due to age became a significant cause of accidents.*

*The British Rubber Manufacturers Association suggests that if a tyre is six years old and remains unused it should not be put into service./ It also suggests that in ideal conditions tyres may have a life expectancy of 10 years.*

The moral of this story is not to wait for legislation, but to make sure your own tyres are in good condition, never to use undated or obviously second hand tyres however good the tread and never to ignore a 'tyre wobble'.

We are indebted to Bob Gale for sending this information.

### **WE'VE GOT A NEW CAR !!**

Well not exactly new but certainly a reborn car. Our Naylor has always been a bit of a "hot runner" and on various runs over the past 5 years I have been increasingly watching the water temperature gauge rather than the speedometer reading. The temperature would fluctuate widely depending on the air temperature and the amount of work the engine was doing. Steep hills meant high temperatures! You can just imagine being pulled over by an officer of the law and saying "I couldn't have been speeding 'cos the temperature wasn't high enough"! Some chance of that getting past a magistrate.

I had already given the engine a good dose of radiator flushing compound but this did not make any differences, she still ran hot. Someone then suggested removing the thermostat and this did help alleviate the problem but only in that it took a while longer for the system to overheat.

The extent of the over-heating became very apparent on our recent Cowbell 2 trip when outside air