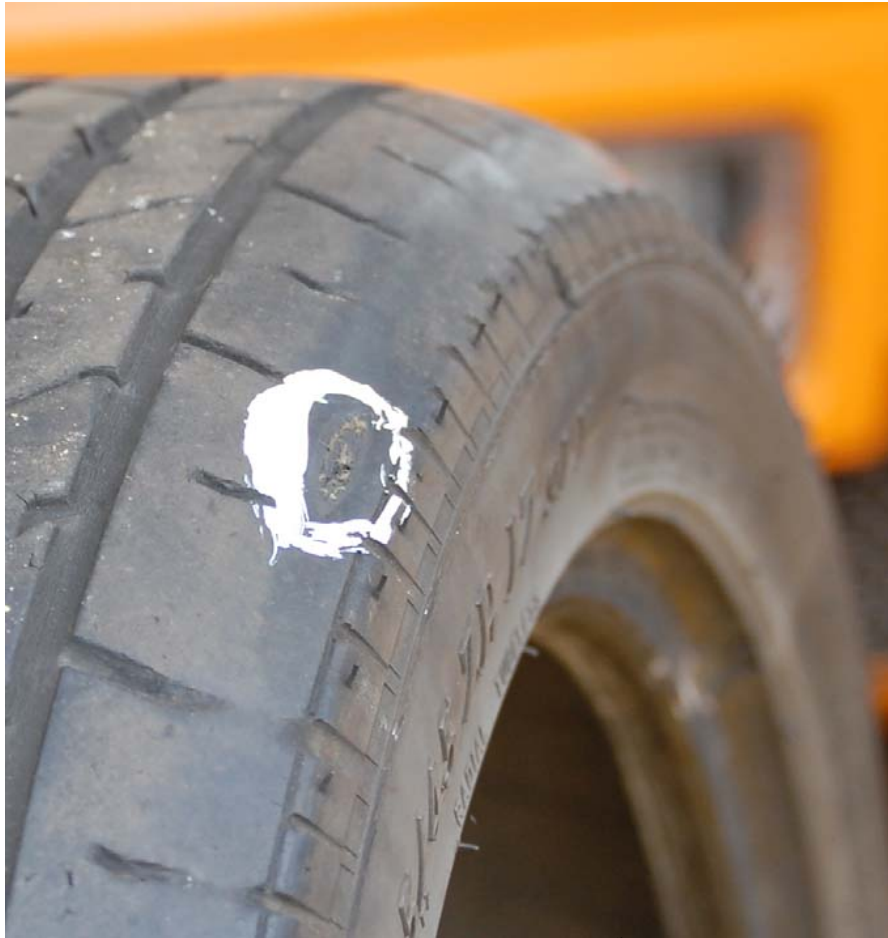


Report on tyre damage from speed humps



Bill Cole posted a message on the V8 Bulletin Board on 8th August 2009 saying "just recently my CD changer has packed up" to which Ian Quarrington quipped "don't worry about CD players or radios in the car. Wind the window down and just listen the music of a V8 engine" Bill responded "at the moment I have a percussion band because the baffles in the cats are rattling after hitting a sleeping policeman, so I need a bit of background noise to compensate". Reflecting on this, Ian felt Bill's comments suggested he too has had a problem with speed bumps and the damage they can do to cars".

Ian has experienced problems with speed humps and damage to tyres on his Jaguar saloon. He said "I attach some photos of one of the two front tyres I had to have replaced three weeks ago following a dramatic increase in steering vibration in the Jaguar. I noticed some vibration on a Monday morning travelling to work. I thought I needed the wheels rebalancing but on leaving work the

following day the vibration was really bad so I called into my usual workshop. A check with the car jacked up and the wheels still on showed no excessive play in the wheel bearings but removing the two front wheels revealed the shocking truth. Both tyres had worn significantly on their inner shoulders, one so much so that it had worn through the casing to the steel inside - see the area circled with white in the photo alongside.

I am very lucky that I did not have a tyre blow out. I thought about where I had been in the car other than to and from work and I remembered I had parked in a multi storey car park in the centre of Cambridge on the previous Thursday. This car park has, in my view, excessively high speed ramps at the bottom of each of the downward slopes from level to level and I think that even at a dead slow speed that this was where the damage was caused.

The Jaguar has permanent four wheel drive and therefore a four wheel laser alignment was carried out before replacing the two tyres. There was no significant misalignment of the wheels.

I know there has been a significant amount of coverage in the media, particularly in the "Honest John" motoring section of the Saturday Daily Telegraph about speed bumps and the damage they can cause but I feel it is worthwhile reminding our V8 members to take extra care when approaching these road hazards.



The wear on the inside edge of the tread of the front wheels is clear.

Ian exchanged emails with Honest John at the Daily Telegraph who replied saying "the regulation size of speed humps is a minimum 900mm (35.4 inches) long, the highest point is not less than 25mm (0.98 inch) and not more than 100mm (3.94 inches) and no vertical face exceeds 6mm (0.24 inch). Source: Statutory Instruments 1999 No. 1025 Highways, England and Wales The Highways (Road Humps) Regulations 1999."