

# SRMN Newsletter



## Editorial

When we explain (if that is really possible) about our travels, to people we meet, many find it difficult to understand the concept. Most regard it as a holiday but to us it is much more than that – its a way of life.

Several times we have stored Nomad and flown home. After all these years it takes only a couple of days and its as though we have never left. Then we return to Nomad and again we are back in travel mode.

Its as though we have two different lives

Clive and Ann Barker

## Hoping For Inspiration

We have just bought a Mazda Bongo, automatic, 2.5 diesel, 4wd. The idea is to convert it into a Grandad / Grandma - obile. Minimum requirement a fridge, sink, 2-ring cooker, 2 single beds and a porta-potty. We plan to ship it out to the USA / Canada and spend as many months exploring as a visa will allow us to. Any and all ideas for the conversion and the trip will be greatly appreciated. Done lots of travelling before so used to the confines of a small van - can't do much 'outdoor' living because we shall be in bear-country. Hoping for inspiration!!!

Pat and Paul Guy

## My Favourite Photos



Tibetan Yellow Hat Monks

## Contact the Editors

We are  
Clive and Ann Barker

Our email address is  
clive@cliveandann.com

This is our truck called Nomad



We are currently in Cyprus

To travel is to discover everyone is wrong  
about other countries

Aldous Huxley

## Travel Tip

If you need to know more about the cost of living in places you intend to visit, have a look at [www.numbeo.com](http://www.numbeo.com)

### Country Information - UK

From the 23 April 2015 passport information will be collected for those leaving the country. The data will be passed to the Home Office.

### Country Information – USA

New immigration laws have resulted in the time taken to process visas being extended. Visas can take 30 days and as long as 60 days to be issued. This does not apply to the visa waiver scheme.

### Country Information – India

Travellers now need to attend a face to face interview where biometric data will be taken. Interviews must be booked in advance online and separate appointments made for all parties travelling

## ON THE BORDER - Part 2

Les Brook has had much experience in crossing borders all over the world. In this series he has given a number of examples of the highs and lows of achieving what sometimes seems to be the impossible

Friday 30 September 2011  
Linthicum to Baltimore

A bit of a triumph today. After several months of travelling goodness knows how far around the world, we have succeeded in carrying through a very complicated set of arrangements which involved

- organising the van for a secure shipment
- organising ourselves for abandoning our mobile home and becoming regular tourists
- delivering our bags to a downtown Baltimore hotel and checking in
- meeting our agents, paying in cash for the shipping, and collecting all the necessary paperwork
- picking up an escort to take us to the port and facilitate the export process
- organising the journey back to the hotel from the port
- going out for a meal in the evening...

... [We reached] the Seabridge/[shipping] agent's office by 13.25. Having paid our dues, we made a short hop... to the A1 escort service in a portakabin on a truly scruffy lot, a foretaste of the rough and tough docklands that followed...

Roy, our escort... took me to the docks (Margaret stayed in the portakabin – only the driver is allowed in), something which requires special accreditation which the escort agency has. However, it's not only the latter which this agency offers: they know where you need to go, what you need to do, and what pitfalls need to be avoided. Example: after visiting Customs, we had to go to just one of a number of offices to get the vehicle into place for shipping.

At the office Roy chose, we were told twice that we were in the wrong place, once by a truck driver and then (worryingly) by the officer behind the desk. Both were wrong; Roy was right.

The whole process goes like this. Armed with the Dock Receipt from the shipping agency [Seabridge aka Strait Lines], you arrive at the port gates and phone up the security authorities. The latter ask several questions and collect details of your driving licence. An entry certificate is dispensed by a printer under the phone. A short distance thereafter, a security man inspects this certificate and your driving licence. If they're acceptable, you're in. To Customs next, where the officer makes further enquiries and, if satisfied, stamps EXPORT APPROVED on the Dock Receipt. It's not 100% clear to me what the next office... does other than approve the vehicle for shipment based on sight of said EXPORT APPROVED papers which of course include that Dock Receipt which says you've paid all your dues. But once this is done, you're ready for the final stage. Another officer appears and leads you to a parking spot, in my case amongst a group of motorhomes, where measurements of the vehicle are taken, the VIN number noted, and the key handed over.

All of this took 1'45" from entry through to exit from the port gates. A good hour of this was at that final office where there was a queue of ~9 drivers being served by a single official. This was wholly inadequate.

Although the outcome was excellent, the process was not without hiccups. I've mentioned one (that we were allegedly in the wrong office) but there were others.

Firstly, the Customs official was very critical of me for failing to get "Temporary Non-Resident Importation" permission for the vehicle, and even gave me a copy of the relevant form "for future reference". He started off by asking me to produce the permission, and when I explained we had entered the USA 7 times in the last 4 years and never been asked to fill in the form, he told me that was not good enough. It was my responsibility to make sure the correct paperwork was done! I pointed out that when we first came in to the States, I had explicitly prompted Customs' officers to address the import of our vehicle, but even then they did not require us to complete the formalities for temporary importation. So I had fulfilled my obligations. Not so, said this officer: I should have insisted on completing the form! Also, according to the present officer, the maximum time you can bring a vehicle into the States, even if you fill in the form and import is approved, is 1 year. Wow! We've been here for 4 years!!

Secondly, the Customs' officer noticed that Seabridge had made an error in transcribing our van's VIN number. This could have resulted in the whole process being aborted – but luckily commonsense won the day. The error was corrected by hand.

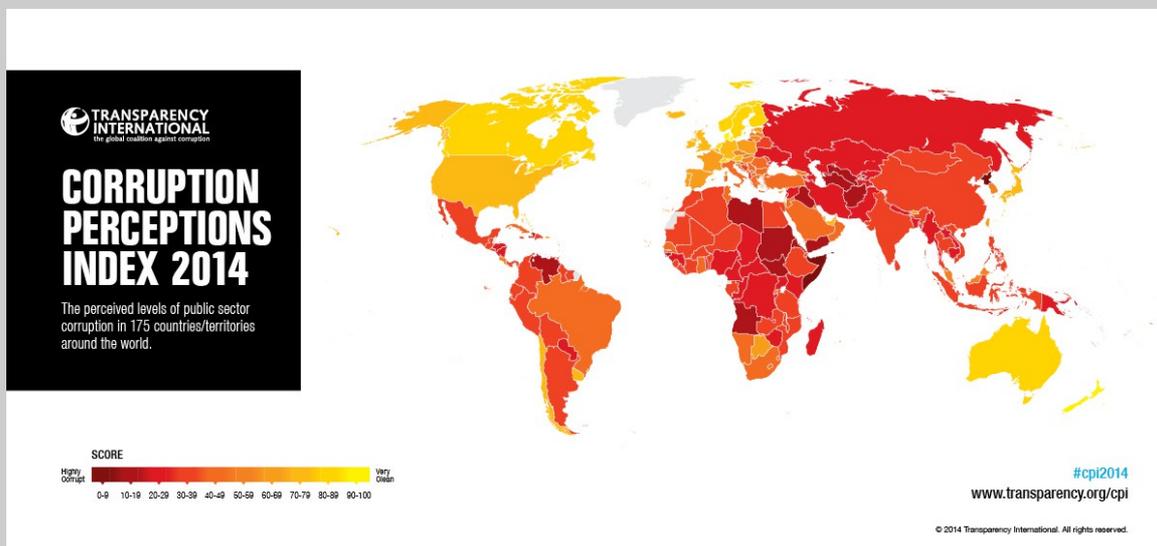
Thirdly, Seabridge had told me that the US docks' LPG/Propane regs (tanks must be purged, and an official certificate of emptiness obtained and produced at the docks) were not followed in Baltimore, and in our case they were right. However, Roy assures me that they are wrong in general. We were lucky. Roy had one case where the vehicle was rejected for shipment, and had to leave the port to have the entire tank ripped out!...

# Corruption

When travelling around the world you will almost certainly come across corruption in various guises. Some of it is blatant and some so subtle you might not even notice. We experienced some of the most blatant corruption in Argentina where on one occasion we were stopped by a policeman who came up to us held out his hand and said “dollars”. Our response was a forceful “non” and immediately drive away. A more subtle approach was on the Laos / Cambodian border where there were a lot of backpackers passing through. The border officials asked for a \$2 processing fee. Everyone paid and the money was just put into a small open suitcase on the desk. When we arrived it was nearly full.

You can find corruption everywhere but it is more prevalent in some countries than others. You can explore this in more detail with the help of the Corruption Perceptions Index published each year at [www.transparency.org](http://www.transparency.org)

Here is an overview map to give some idea where the worst corruption is found but there is a lot more detail available on their website.



Overlanders all learn to deal with the problems of corruption in their own way but you might find something useful amongst some of the techniques we have used in the past.

- 1 Do not understand the language even if you can – talk back in your own language (or a more uncommon one if you happen to know one). Be polite – they may well give up to find an easier target.
- 2 Do your best to never pay over any money (irrespective of 13 and 14 below) - this only makes things worse for other travellers.
- 3 Don't give any “gifts” - cigarettes or pens are common requests - this only makes things worse for other travellers.
- 4 Never hand over any documents if it can be avoided – use disposable documents such as a laminated colour copy of the data page of your passport as ID. Have photocopies (including visa pages of passports) available or a fiche with both your own and the vehicle's details. Once we abandoned our “ID” only to have the police chase after us for several kilometres to hand it back!
- 5 Try never go into an office alone – in fact get as many of you into the office to discuss the matter as possible. If they want to bribe you they don't want any witnesses.

In Tanzania we were being threatened with a \$2000 fine. All but one of the officers left and the remaining one tried to get us to pay \$100. However other officers returned to say we had been let off.

6 Be patient and wait – they may give up. If you wait long enough new officers may come on duty giving you another chance to solve the problem.

7 Ask to see someone senior (sometimes called the chef). Of course this senior guy may be skimming the pot as well.

8 Do not go to another place to deal with the matter – get the more senior person to come to you.

9 Do not sign anything particularly if you don't understand it

10 If they write out a form or ticket check to see if they have a carbon copy. If not it is clearly a set up.

11 Ask to see a written schedule of fines. Of course it is possible you may not be able to translate it.

12 If you think that you have genuinely broken a driving law and it is a listed offence – try to get the fine waived otherwise pay the fine.

13 If there is a fine for a vehicle infraction (the way the vehicle is constructed) - refer them to international law which permits you to drive in their country with a vehicle that meets the construction regulations of your own country (Convention on Road Traffic and a related protocol concerning occupied countries or territories, formulated at the United Nations Conference on Road and Motor Transport and dated at Geneva September 19, 1949 et seq). You can also refer them to the Temporary Import Permit allowing you to bring the vehicle into the country.

14 If you think there is no option but to pay – say you will only pay into a bank. This of course may be inconvenient for you.

15 If you think there is no option but to pay – ask for an official written receipt.

16 If you are getting nowhere, make it clear to the officers that you are leaving. Get slowly into the vehicle and drive slowly away. If they want to stop you they will, but we have always managed to leave without a problem. It is a matter of judgement whether you think you can do this or not but it is essential the officers understand what you are going to do before you do it.

17 Make it obvious that you are taking a note of the details of the event including the officer's badge numbers. Take a camera to take photos (preferably a cheap one) of the officers. Make sure they know you are going to do this and why before doing so.

Anti corruption schemes have been introduced in a few countries either officially or unofficially. These are based on the completion of a form with a number of questions about specific incidents. The idea is that these are then sent to an official body for investigation.

Most of these are from travellers' creative imaginations but they do have the effect of making any policeman think twice about any corrupt practice. If you are challenging the fine make sure the policeman has the opportunity to back out. As an example we were taken into a police station overlooking a roundabout and told with the aid of photos that we had broken the law. After a long discussion the policeman "noticed" that my birthday was the same as his fathers and let me off as a birthday present!

The example below is in Spanish and English.

Commission of the European Communities  
European Community Office

Favor de mandar esta forma  
a la Consejo de Europa  
contra la corrupción Grupo!

*Please send this form to the  
Council of Europe Anti-  
Corruption Group*



Dirección general de quejas  
y conciliación.  
Procedimiento de protección  
al turismo.

*General management of  
complaints and conciliation.  
Protection procedure  
tourism*

**Informe del turista – Tourist report**

Nombre completo del oficial:

*Officer's complete name:*.....

Número Oficiales insignia

*Officer's badge number*.....

Departamento / *Department:*.....

Ciudad / *City:* .....

Marca de automóvil / *Type of car:* .....

Registro de matricula / *Registration:* .....

Descripcion de la infraccion / *Description of violation:* .....

.....

Fecha / *Date:*.....

Multa prescrita para la infraccion:

*Prescribed fine for this violation:*.....

Firma del oficial / *Officer's signature:* .....

Fue el oficial cortés?

*Was the officer courteous?*.....

Fue la multa demasiado excesiva?

*Was the fine in any way excessive?*.....

Comentarios / *Comments:*.....

.....

**Anexar copia de la multa y fotografiá del oficial. *Attach copy of ticket and photograph of officer.***

Recibo / *Receipt*

Firma / *Signature*

## About Tyres – Part 5

### Tyre Damage

Damage to tyres comes from uneven wear or other causes.

#### **One sided or sloped wear**

There may be excessive camber in the front suspension creating excessive load on one side of the tyre. This could be due to poor alignment, worn suspension or weak springs. It can also be caused by overloading or a bent stub axle.

#### **Shoulder wear**

Here the tyre is travelling straight ahead while the wheel rim is at an angle causing a feathering effect. This can be corrected by adjusting the toe in (or toe out).

#### **Inside wear on one steer tyre and outside wear on the other steer tyre**

The cause of this is rear axle misalignment.

#### **Wear at the centre of the tyre**

This is the result of over inflation. It can also be due to very wide tyres being fitted to narrow rims.

#### **Wear on both shoulders of the tyre**

Generally this is due to under inflation of the tyre so that it does not make flat contact with the road. Most of the load is taken by the shoulders resulting in faster wear than in the centre. Frequent high speed cornering also has this effect.

Tyres may be damaged internally and there is a risk of shedding the tread. Such tyres can be dangerous to handle.

#### **Spotted wear**

Tyres may wear in patches. There are a lot of possible causes for this problem including

- loose wheel bearings,
- worn bearings, shock absorbers, or suspension
- dynamic imbalance of tyre and rim
- irregular tyre pressures

#### **Diagonal Spot Wear**

Diagonal spot wear runs at about 45° to the circumference of the tyre and usually only occurs in one place. It is mostly found only in front wheel drive vehicles on the rear tyres and then it's often the left rear that is affected. Toe in should be set at the minimum recommended by the manufacturer and the tyres kept correctly inflated. If there is any sign of this type of wear, transfer the tyre to a powered position.

#### **Impact break**

This occurs when the tyre is in contact with an obstacle. A bulge in the tyre wall is usual or if in the tread you may get an uneven ride. There is the risk of tyre failure due to delamination of the plies or disintegration of the tyre

walls. If you do have to drive over a curb or other obstruction, do this at an obtuse angle and very slowly. Damage associated with casing separation can be distinguished from manufacturing undulations or satisfactory repairs as the bulge in an inflated tyre will deflect under hand pressure

### **Fitting Damage**

Tyres can be damaged in many ways when being fitted. The bead particularly can be cut or crushed by the fitting machine. The likelihood of damage increases if the guide rollers on the machine have worn down to sharp edges. Plenty of lubricant should always be used during the fitting process.

### **Sidewall Damage**

Damage to the sidewall of a tyre is one of the hazards of overland travel. The sidewall can be slashed by sharp rocks, the edges of potholes, cut bushes or even malicious people. At worst the cut will explode the tyre or it will deflate very rapidly. In this situation the tyre is probably useless although if you carry an inner tube you may be able to use the tyre in an emergency as long as the inner wall is smooth around the cut.

If the tyre remains inflated a close examination will show whether it is still usable. Superficial cuts can be ignored and flaps of rubber glued back in place. A cut which is deep enough to expose the ply or cords, and is more than 25mm long, or 10% of the section width, whichever is greater would fail the MOT. In this case or the cords are cut then its best to assume the tyre may only be used in an emergency only, using an inner tube. This of course is not a recommended course of action and would probably be illegal in Europe.

### **Punctures**

Punctures are commonly caused by nails, bolts or stiff wire lying in the road. They may affect the tread or the sidewalls. If you have a truck there is the possibility that they won't pierce the tyre right through the tread to the inside in which case there is nothing to do other than remove the offending object.

The aftermath of a puncture is that you may end up driving on a flat tyre. As soon as you are aware of a puncture stop immediately its safe to do so. Driving even short distances on a deflated tyre will irreparably damage it.

For the overland traveller a good puncture repair kit can come in very handy. Various kits are available from such sources as Amazon and include cleaner, rubber glue, repair plugs and a repair tool. Holes up to 6mm can usually be repaired. You will also need a self gripping wrench to extract the nail.

### **Tyre Sealant**

Tyre sealant can be either the type which is injected into the tyre as a permanent feature or you can carry a pressurised bottle of sealant to use when you get a puncture (sometimes all that is offered on a new car instead of a spare wheel).

There are various issues associated with using tyre sealant although there have been many improvements in recent years.

It does not provide a permanent repair.

It makes any repair more difficult and the repairer may refuse to do the job. Only use a water soluble sealant.

Using a sealant can invalidate the tyre warranty.

Some sealants may contain hazardous chemicals some of which may be inflammable – so don't smoke.

Side wall punctures may be sealed but flexing of the wall will quickly induce leaks.

Reminder

# JOIN US IN WORCESTERSHIRE

## September 2015

### Silk Route Motorcaravan Network Meet and AGM

The Network's AGM and general knees-up will be held over the weekend of Saturday the 5th and Sunday the 6th of September 2015 at Blackmore Camping and Caravanning Club Campsite in Worcestershire. Find the site at <http://campingandcaravanningclub.co.uk/>

Network members, prospective members and ex-members of the Network are welcome to attend. Many people will arrive on the afternoon of Friday the 4th.

The formal AGM (for Network members only) will occupy only a small part of weekend. An agenda for the AGM and the programme of activities for the rest of the weekend will be published nearer the time.

However, we can reveal the headline act! Ann and Clive Barker, soon to be back from their totally epic voyage from the UK to China to Singapore to South Africa to Israel etc etc will reveal just what it was like and how they did it! Want to know how you get from Ethiopia to Sudan and then cross Saudi? This is the where you'll find the answers.

Uh uh... just arrived... a competitor for the accolade of headline act!!!!!!!!!!!!!! An offer of a talk from Rob Blackwell on ice-road (and ice-non-road!) driving, in a motorcaravan, in Canada's Northwest Territories.

Editor - And just to complete the picture Les himself has said he will also be in the running with "Staying Home" (which will be about how great Britain is as a motorhoming destination (with specific ref to wilder Scotland)

The full programme relies on whatever participants want and are willing to provide but you can expect other presentations, question and answer sessions, "open-van" times, communal meals etc etc.

If you are willing to give a presentation or organise any other event please get in touch. Specifically if you are able to bring a digital projector (and screen?) that would be greatly appreciated.

There will be no charge to attend the meeting, but if you want to come in your van it will be necessary to book and pay the campsite **direct** for the nights you are there. **If you plan to attend (even if you are not 100% sure) please let me know.**

Les Brook  
[brookontheroad@yahoo.co.uk](mailto:brookontheroad@yahoo.co.uk)

# The Trouble with Ferries

You might think that a ferry is a ferry. You just drive on at the start of the voyage and drive off at the end – the Cross Channel ferries will have lulled you into a euphoric state with clear signs, easy boarding and shops, cafes and restaurants. But... when you travel around the world you will find ferries that confound your expectations.



When is a ferry not a ferry?  
This one was a dredger we hired to cross into French Guiana



Some ferries are quite small,  
from Brazil to Guyana



And some ferries are really  
small – from Peru to Bolivia

Others are a really really  
tight squeeze as on this landing  
craft across the River  
Euphrates



You might have a problem with driving onboard



Or indeed getting off

You might find that the height available is a bit minimal as we found crossing the Sea of AZOV



The worst of course are those that are just impossible – one we came across while trying to cross the River Amazon

# Importing Spares

## Importing Spares



The time will come during your travels that you don't have the parts you need to repair your vehicle. The only option is to import them. If you have precise details of what you need and can source them probably from your home country then they should be winging their way to you quite quickly. However as my dear wife is apt to say "never assume...". Things can go awry in a big way so here I have taken a look at the whole process with the hope it may help ease those spare parts into your hands that much more quickly.

### Sending a parcel

Your sender may be your personal contact at home so these notes may help.

The packaging may well need to be left open for the courier to inspect particularly small packets as they want confirmation there are no credit cards or cash enclosed. The courier company will advise if this is required. Make sure the packaging is robust enough to protect the contents. Pad out any spaces inside the parcel.

Put delivery and return addresses inside the packaging so the parcel can still be delivered if the outer packaging is damaged. Put a return address on the outside of the parcel. Many couriers provide their own outer packaging material and the online order may include barcoded labels for you to print out.

A Customs Declaration is required for any items sent outside the EU.

Use Form CN22 for contents with a value up to £270. Download here  
[http://www.royalmail.com/sites/default/files/CN22\\_01.pdf](http://www.royalmail.com/sites/default/files/CN22_01.pdf)

Use Form CN23 for contents with a value of over £270. Download here  
<http://www.royalmail.com/sites/default/files/CN23.pdf>

Form CN23 must be attached to the outside of the parcel using a see through wallet such as an SP126 available from any Post Office (as are the two forms). Courier companies may include this documentation with their own outer packaging.

Courier companies will supply a tracking number and your sender should let you have this as soon as the parcel is on its way along with the name of the courier and the web page address to search for the tracking number. The Post Office parcel service tracks only until the parcel leaves the UK.

### Vehicle parts

For some reason the import of vehicle parts are sometimes looked at with suspicion. If at all possible, describe the part as accurately as you can without making it too obvious it's for a vehicle. Some examples: belt driven water pump, roller bearing for power train, poppet valves.

### Addresses

When importing a part you need to have a delivery address. This may not be in the country where you are located at the time. Finding somewhere suitable is not always easy. I have used campsites, local garages, hotels, etc. You can also arrange for the local office of the courier to hold the parcel for collection and indeed you may have no choice in this.

Check in advance with the organisation whether they are willing to accept the parcel and ask for their full address, phone number and email address if you don't already have them. Give them your name and contact details. Note that in a number of countries there are no street addresses so you need to have directions as well. They may give the delivery address as a PO Box number so directions will be essential when you go to collect the parcel. Its a good idea to contact the delivery address again just before the parcel is due to be delivered to give them a reminder. Some couriers will not deliver to PO Box numbers in which case you will have to arrange to collect from their office.

### Where is your Parcel ?

Your parcel will normally go by road to a distribution hub and then by air through further distribution hubs of the courier company. It will arrive at a hub in or near an international airport in the destination country where it will be retained by Customs.

## Tracking

Information from courier companies is not always what it should be so it is important to track your parcel using the web page and tracking number your sender should give you after the parcel is dispatched. If you think the parcel should have arrived but is not showing up on the tracking, don't hesitate to contact the main office at the hub yourself if necessary and ideally keep notes of names, phone calls, times and dates etc just in case things go wrong.

## What about Customs?

When the parcel arrives in the destination country you need to follow up whether there is any payment to make through the courier company's local office. They will need to contact their office at the airport hub where the parcel will be held. This is something that you should chase up as soon as the tracking shows the parcel has arrived in the destination country to avoid unnecessary delays.

The parcel will stay with Customs until the duties and taxes have been paid. They may have other requirements to be resolved before they will clear the parcel for delivery by the courier company. It is possible that Customs will open the package to check the contents are accurately described. Such descriptions as "spare parts" are usually insufficient. If they aren't satisfied they may impose a penalty, confiscate the parcel or return it to the sender.

Customs may charge import duty, VAT and other taxes. There may be a handling charge. You may be lucky if the item is small and of little value and not be charged. You may also be fortunate that any payment due will be paid by the courier company on your behalf and collected from you on final delivery which speeds things up no end. However the bad news is that most will not, and you will need to make payment to them before Customs will release the parcel. There is a time limit on this, maybe 7 – 10 days after which the parcel will be returned to the sender.

## Paying the Customs Duties and Taxes

When it arrives in the destination country you need to follow up whether there is any payment to make through the courier company's local office. They should contact their office at the airport hub where the parcel is being held. This is something that you should chase up as soon as the tracking shows the parcel has arrived in the destination country to avoid unnecessary delays.

Once you know the amount of duty etc you will have to arrange for payment. The courier company will have its own rules on how this should be done but it is probable you will need to pay into the local branch of their bank and obtain a paying in slip. Then you will need to fax or email a copy of this to the hub office.

The courier company should then get the parcel released and will deliver it to you or the local office for collection. All this can take some time and its best to allow several days for processing and delivery in the destination country. To minimise potential problems find a courier with an office where you are located and ask your sender to use this company.

## Customs Agents

If you do have problems importing anything its best to be on hand at the town or city where the courier's hub and the Customs processing is located. Being hundreds of kilometres away only adds to the difficulties. Its much easier as well to find a Customs Agent who can sort out any difficult problems for you.

As I found in the Ukraine, importing a vehicle part required a Ukrainian Certificate of Compliance. This problem took nearly 2 weeks to resolve while my visa for the next country – Russia, was gradually becoming shorter and shorter. I was grateful to pay for the help of a Customs Agent who was able to arrange a Certificate of Exemption for the Certificate of Compliance!!!

## Collecting the Parcel

Bear in mind that parcels are often held at local offices for collection even if there is a delivery address as they do not have a local delivery service. Make sure you know if this is the case. You will need the tracking number or other specified parcel identification number and ID such as your passport before they will hand over the parcel.

## Other solutions

There are occasions when you cannot receive the parcel. This may be for personal reasons, or perhaps your need to leave the country before Customs has released the parcel or they may want to charge an unacceptably high amount of duty. In such instances you may be able to get the courier to forward the parcel on to an address in another country so avoiding the current delays and problems. However the situation may or may not improve!

Finally you can reject receipt of the parcel and the courier will return it back to the sender - normally with no additional cost.

# Diesel Bugs - Part 1



## Biodiesel

Biodiesel is fuel manufactured from vegetable oil or animal fats and is meant to be used in standard diesel engines. It can be used alone, or blended with diesel in any proportions. Blends are described by the letter B plus a number representing the percentage of biodiesel. So B10 is 10% biodiesel and B100 is 100% biodiesel. Blends of up to B20 can be used in unmodified standard diesel engines.

It is cheap to produce (I have seen figures suggesting it may be as low as 12p per litre from waste products). It is also claimed to be much cleaner in use:

AVERAGE BIODIESEL EMISSIONS COMPARED TO CONVENTIONAL DIESEL, ACCORDING TO EPA		
Emission Type	B100	B20
<b>Regulated</b>		
Total Unburned Hydrocarbons	-67%	-20%
Carbon Monoxide	-48%	-12%
Particulate Matter	-47%	-12%
Nox	+10%	+2% to -2%
<b>Non-Regulated</b>		
Sulfates	-100%	-20%*
PAH (Polycyclic Aromatic Hydrocarbons)**	-80%	-13%
nPAH (nitrated PAH's)**	-90%	-50%***
Ozone potential of speciated HC	-50%	-10%

The EPA is the US Environmental Protection Agency

Regulations in the UK require a minimum of 5% biodiesel (B5) to be blended with all pump diesel. EU Regulations set a maximum of 10% (B10). On the 27 April the EU passed regulations (rubber stamped in the UK) to reduce the maximum to 7%. The reason for this is to limit the huge move in agriculture from growing crops for food to growing them for fuel.

Biodiesel also can cause blockages in the fuel supply. This is an extract from a recent BBC report

*Thousands of diesel car drivers could be faced with a surprise breakdown brought about by an issue with the quality of diesel fuel being sold on forecourts throughout the country, reports the RAC.*

*The problem affects diesel cars but is not specific to any particular vehicle age or make.*

*Data suggests the issue is more prevalent in eastern parts of England and Scotland, with the greatest concentration of breakdowns occurring in the North East, and can arise from diesel purchased from any type of fuel retailer.*

*The RAC is working with the fuel industry and motor manufacturers to help find the root cause of the issue which results in diesel fuel filters becoming blocked by the formation of a gel-like substance in the diesel.*

*This can block the fuel filter thus starving the engine of fuel and may result in the engine not starting or in a loss of power. The amber engine malfunction indicator light might also show.*

*Whilst the primary cause of the issue is still under investigation, one of the areas receiving closest scrutiny is the up to 7% biofuel content which by EU law has to be added to all road diesel.*

*RAC technical director David Bizley said that motorists were often led to believe there were differences in the quality of fuel sold at supermarkets compared to other retail outlets which is just not the case as all diesel, wherever it is sold, is produced to the exact same standard specification.*

*Specifications have been further tightened since the problem was first reported, but it's clear that we still don't fully understand all aspects of the underlying cause.*

Further enlightenment might be gained from this prescient article by Kiwi Gary (Oct 2010)

*I recently attended a technical paper on "diesel bugs" as they are commonly known, given by a gentleman from the UK who researches such matters. He related an incident that he had recently had with his new diesel vehicle when refuelling at quote a major supermarket network that sells its own brand fuel unquote. They sell the new ultra-low-sulphur-diesel mandated by the EU for next year, including the bio-fuel proportion.*

*His problem appeared to be that his car fuelling pipe kept blowing back and triggering the nozzle shut-off, so he went back to the supplier and complained. Not so, says the supplier after trials, so back to the supermarket. Using his credentials, he got to be present when the supply lines were opened up. The filters were blocked with gunge that resembled yellowish grease. In his laboratory, the stuff turned out to be yeast which had violently multiplied. Investigation showed that yeasts love bio-fuels and, in the presence of only a small amount of moisture [far less than the usual diesel bugs], the yeasts multiply.*

*The deposits had turned a witches-hat filter inside-out that normally sat apex towards the incoming flow, and blocked the final filter in the nozzle. It was that final blockage that was triggering the nozzle shut-off.*

*He expressed concern at the possible results of the gunge with ever-increasing pressures getting into common-rail injection systems. At present, the only really safe escape after such contamination is a full strip-out, clean, and sterilise. Because different yeasts enjoy different bio-fuels [cooking oil, corn oil, rape-seed oil, etc.], there is not yet a chemical bug-killer that covers all yeasts.*

*Why has it not come to notice earlier? Although not proven, the research suggests that a proportion of sulphur acts at least as a restraining mechanism on the yeast multiplication rate. [That is suggested as the reason why the big container ships with their cathedral diesels burning 5% sulphur fuel have almost no diesel bug problem].*

### **Water Contamination**

Biodiesel is hygroscopic. This means it absorbs water which is due to the persistence of some molecules that remain after manufacture. The molecules act as an emulsifier allowing water to mix with the biodiesel along with any water that may come from other sources. Water in the fuel can cause many problems ranging from corrosion in the fuel system to gelling of the fuel in cold weather.

## *Some Travel Facts (and other Curiosities)*

*In the 1400's a law was set forth in England that a man was allowed to beat his wife with a stick no thicker than his thumb. Hence we have 'the rule of thumb'*

*Many years ago in Scotland, a new game was invented. One of the rules was 'Gentlemen Only..Ladies Forbidden'...and thus the word GOLF entered into the English language.*

*The percentage of Africa that is wilderness: 28% and ....the percentage of North America that is wilderness: 38%*

*The San Francisco Cable cars are the only mobile National Monuments*

*In Shakespeare's time, mattresses were secured on bed frames by ropes. When you pulled on the ropes the mattress tightened, making the bed firmer to sleep on. Hence the phrase..... 'Goodnight, sleep tight.'*

*One third of all airports in the world are located in the USA*

*Indonesia has more volcanoes than any other country in the world*

*The total number of bus and train passengers in India at any given moment exceeds the total population of Australia.*

*Papua New Guinea speaks the most languages in the world - 820, which is 12% of all the languages spoken in the world.*

*India is the largest English speaking nation in the world*

*Venice has no sewage system. All the waste gets flushed out with the tides.*

*Italy has the most hotel rooms in Europe*

*The mortar used to bind the stones of The Great Wall of China was made of sticky rice flour!*

# *That's all folks!*

### **The Small Print**

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