

Spotlight

The Newsletter of the Sporting Car Club of Norfolk
September 2023



SCCON's Stubble Field Autotest on 5th August 2023

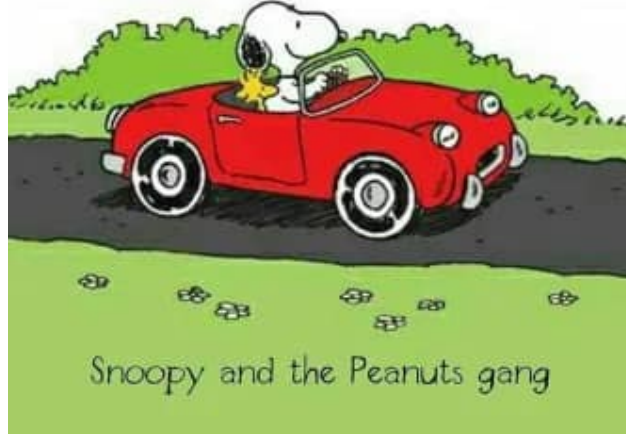
And the winner was.....



The rain, the stubble and the mud!

The event had to be curtailed after heavy rain made the test site so boggy that the Nissan Micras were getting stuck here, there and everywhere! But everyone kept smiling and the barbecue provided a welcome end to the day

Not Everyone Will Understand Your
Journey. That's Fine. It's Not Their
Journey To Make Sense Of. It's Yours.



August Bank Holiday

By the time you get this to read, the final bank holiday before the big one at Christmas will be over. We hope you all had a good one, where has all time gone it was Easter just a couple of weeks ago.

The SCCoN Management team has been busy running and organising quite a number of events not just for the SCCoN membership. We are continually working with the other clubs in the area, making sure we run safe-but-fun events, for everyone.

At the moment we are trying to run Autotest type of events that will encourage the younger members to take part and help.

When you see an event listed, please contact one of the listed officials; we need plenty of help. Don't be nervous, when you contact one of the listed officials they will make sure you are pointed in the right direction for advice and help on the day.

The next event we are organising is on September 10th the Broads Scatter

Snetterton Stages Rally 2024

Well, the date is set for the next Stages Rally at Snetterton. Please put the date of February 10th 2024 in to your diary when the kind and good will be assembled at Snetterton to marshal and look after the entries for an exciting day of rallying. We are hoping for at least 100 cars winding their way around the circuit where chicanes and possibly loose surfaces will come into play.

Hopefully the members of SCCoN will be looking after the area behind the pits and the assembly area again this year. Will you join us? More details will be available over the next couple of months, which will appear on line or through these pages.

Broads Scatter September 10th

The Sporting Car Club of Norfolk and Eastern Counties Motor Club Broads Explorer Classic Scatter is on Sunday 10 th September 2023. SCCON and ECMC with the kind cooperation of The Broads Authority and Whitlingham Country Park, are proud to welcome you to the Broads Explorer Classic Scatter.



The event originally ran in April 2011, the brainchild of Tony Burchnall (of Eastern Counties Motor Club) and Howard Joynt (of the Sporting Car Club of Norfolk) conceived during the initial discussions which led to the formation of Anglia Motor Sport Club.

Sadly, Tony is no longer with us, and after consultation with his family it was decided that a re-run of the event would be a fitting tribute to his memory. The event is open to cars of any age and aims to provide a fun day out for everyone.

The start and finish will be at visitor attractions and the route will comprise of about fifty miles of quiet lanes in the lovely and largely unknown area north-east of Norwich. The places visited will include some of the highlights of the beautiful Norfolk Broads.

The organising clubs will also be making donations to Whitlingham Charitable Trust and the East Anglian Air Ambulance from the entry fee. The event will be mildly competitive with questions to be answered at each of the places visited. Obviously modern cars will have an advantage and to compensate for this, the cars will be handicapped by age.

Please do not be put off by all the rules and regulations, the organising clubs are affiliated to Motorsport UK and as such must abide by them. Please come along and enjoy the day.

EXPANSION OF THE ULEZ ZONE IN LONDON - AUGUST 2023

My brother lives in Kingston in West London and he is running a 2005 diesel VW Golf. With the expansion of ULEZ (the Ultra Low Emissions Zone) to include all of Greater London, he is now facing a bill of £12-50 every day he uses his car, or he can get £2,000 if he scraps it.

The ULEZ was first introduced in April 2019 covering the same area as London's congestion zone. Older cars and vans that didn't meet defined exhaust emissions standards were subject to a fee for each day they drove in the ULEZ area. In October 2021, ULEZ was extended to include the whole area inside the North Circular and South Circular Roads. And recently, on 29th August 2023, it was expanded again and it now covers the whole of Greater London.

The main pollutants in vehicle exhaust gases are:- NO_x (nitrous oxides), CO₂ (carbon dioxide (relatively harmless to people), HC (hydrocarbons), and PM_{2.5} (particulate matter with particles of 2.5 microns diameter or smaller). These fine particles cause damage to human lungs and they affect asthma sufferers more than most.

London's Mayor, Sadiq Khan has said that the original ULEZ zone in Central London (introduced in 2019) "has been shown to reduce toxicity by almost 50 percent".

He has based this over-simplistic statement on the comprehensive 'Inner London Ultra Low Emissions Zone One Year Report' issued by the Office of the Mayor of London. The report does state that NO_x levels have reduced by 46% in Central London, but Khan is wrong to suggest that this reduction can be attributed solely to ULEZ.

You can view the report at: <https://www.london.gov.uk/sites/default/files/2023-02/Inner%20London%20ULEZ%20One%20Year%20Report%20-%20final.pdf>

It was issued in February 2023 and despite being called a one year report, it includes data covering the years 2019 to 2022. This report states that the following improvements in air quality have been achieved over the four year period since 2019.

Greater London		2021 ULEZ area	
NO _x has reduced by	23%	NO _x has reduced by	26%
CO ₂ has reduced by	3%	CO ₂ has reduced by	4%
PM _{2.5} has reduced by	7%	PM _{2.5} has reduced by	19%

Note that these are air quality measurements, not the reduction in vehicle emissions levels.

London has had an LEZ (Low Emission Zone) policy for large and heavy (HGV) vehicles since 2008 and the emissions requirements for these vehicles were made much stricter in February 2021. London's LEZ has reduced NO_x from these vehicles by 60% from 2019 to 2022.

There are approximately 8,600 London buses and nearly all are now LEZ/ULEZ compliant. The bus fleet is being progressively changed from internal combustion diesel engines to diesel/electric hybrids or battery-electric power. Over 1,000 TfL (Transport for London) buses are now fully electric and the total NO_x emitted by London's bus fleet has reduced by over 70%. Further reductions will be achieved as more diesel buses are replaced.

The vehicle population changes over time as new cars and vans replace older ones that had inferior exhaust emissions. The average life of a car in the UK is about 10 years and it is slightly less for vans and other light commercial vehicles (LCVs). Electric cars are replacing petrol and diesel ones too. So around ten percent of London's cars and vans are being replaced each year by less polluting vehicles hence the tail-pipe pollutants from all London's cars and vans are continuing to reduce due to this effect regardless of ULEZ.

The Coronavirus pandemic in 2020/2021 caused a reduction in car and van usage and this helped to reduce exhaust pollution in London. But since Covid, vehicle mileages have increased again and they've nearly reached pre-Covid levels.

How much of the improvement in London's air quality can be attributed to ULEZ rather than other reasons such as those described above? This is a difficult question to answer.

I've extracted some information from the massive amount of data in the One Year Report - see the table below. I chose to compare pollutant emissions for two different years as follows:-

a/ In 2019 before the reduction in traffic due to the pandemic, and before the first expansion of the ULEZ zone.

b/ In 2022 when traffic had returned to nearly the same levels as pre-pandemic.

And I've compared the ULEZ area (that was in force from October 2021 to August 2023) with Outer London where the ULEZ rules didn't apply. What can we learn from this data?

- 1/ Over the whole of Greater London from 2019 to 2022, NOx emissions were reduced by 40%, and PM_{2.5} emissions were reduced by 19%. This is a hugely impressive improvement in only 3 years.
- 2/ Cars and motorcycles, closely followed by vans/LCV's, are the biggest contributors to vehicle-emitted pollution in London.
- 3/ The most harmful pollutants (NOx and PM_{2.5}) emitted by cars and motorcycles were reduced by significantly higher percentages within the ULEZ area than outside the zone.
- 4/ The contribution to the reductions in particulate matter was much greater for cars and motorcycles than for the other vehicle categories. This will have been partly due to newer diesels cars having exhaust gas particulate filters and because Londoners are moving away from diesel cars in favour of petrol and electric ones.
- 5/ London taxis showed similar reductions in NOx to cars and motorcycles, but around double the percentage reduction for PM_{2.5}. This is slightly puzzling - why didn't NOx reduce more? Taxis were almost all diesel powered in 2019 whereas about 40% of them are now electric.
- 6/ The big reductions in NOx emitted by HGVs can be attributed to the stricter LEZ rules introduced for them in 2021.
- 7/ The big reductions in NOx emissions by London buses in the ULEZ area can be explained by the change to hybrid and electric buses.
- 8/ Overall, you have to conclude that all of London's vehicle emissions policies, including ULEZ have had a very beneficial effect on air quality in our capital city.

How effective will the August 2023 expansion of ULEZ be? The previous expansion of ULEZ saw a 60% reduction in non-compliant vehicles. In Outer London now, only 10% of cars and 20% of vans are non-compliant.

If there was a similar 60% reduction in non-compliant cars and LCVs in Outer London and they were all replaced with compliant vehicles, there would be further reductions in total emissions in the order of 7% for NOx and 3% for PM_{2.5} from the 2022 levels. This takes into account the higher emissions of older cars and vans and that most owners of non-compliant vehicles will not be able to afford an electric car or van as their replacement vehicle. The results of the Inner London ULEZ scheme suggest that improvements in air quality will be less than the projections for the reductions in exhaust pollutants - around half those percentages.

These fairly small potential gains have high costs for the new camera infrastructure, the £110 million cost of the scrappage scheme, plus the extra costs for many less affluent members of London society. There is a body of opinion that there is another reason for installing so many roadside cameras, which is to enable the introduction of road pricing (pay for the distance you drive) in London at some time in the future! Sadiq Khan has denied this.

INNER LONDON ULEZ AREA (where ULEZ was in force from Oct 2021 - Aug 2023)						
Estimated vehicle-emitted pollutants in tonnes/year						
Emitted by:-	All Vehicles	Cars & m/cycles	LCVs	Taxis	HGVs	Buses
NOx						
2019	4,989	1,769	1,347	469	1,152	254
2022	2,556	835	940	252	473	56
Reduction =	2,433	934	407	217	679	198
% reduction for that vehicle category	48%	53%	30%	46%	59%	78%
% of the total reduction	100%	38%	17%	9%	28%	8%
PM_{2.5}						
2019	212	108	39	11	38	16
2022	153	78	31	6	31	7
Reduction =	59	30	8	5	7	9
% reduction for that vehicle category	28%	28%	21%	45%	18%	56%
% of the total reduction	100%	51%	14%	8%	12%	15%

OUTER LONDON (ULEZ rules didn't apply)						
Estimated vehicle-emitted pollutants in tonnes/year						
Emitted by:-	All Vehicles	Cars & m/cycles	LCVs	Taxis	HGVs	Buses
NOx						
2019	10,368	4,648	2,853	187	2,169	511
2022	6,616	3,056	2,509	125	810	116
Reduction =	3,752	1,592	344	62	1,359	395
% reduction for that vehicle category	36%	34%	12%	33%	62%	77%
% of the total reduction	100%	42%	9%	2%	36%	11%
PM_{2.5}						
2019	507	305	85	5	93	19
2022	433	249	77	3	88	16
Reduction =	74	56	8	2	5	3
% reduction for that vehicle category	15%	18%	9%	40%	5%	16%
% of the total reduction	100%	76%	11%	3%	7%	4%

GREATER LONDON (the two areas above combined)						
Estimated vehicle-emitted pollutants in tonnes/year						
Emitted by:-	All Vehicles	Cars & m/cycles	LCVs	Taxis	HGVs	Buses
NOx						
2019	15,357	6,416	4,199	656	3,321	765
2022	9,173	3,891	3,450	377	1,283	172
Reduction =	6,184	2,525	749	279	2,038	593
% reduction for that vehicle category	40%	39%	18%	43%	61%	77%
% of the total reduction	100%	41%	12%	4%	33%	10%
PM_{2.5}						
2019	720	413	123	16	131	36
2022	586	327	108	9	119	23
Reduction =	134	86	15	7	12	13
% reduction for that vehicle category	19%	21%	12%	44%	9%	36%
% of the total reduction	100%	64%	11%	5	9%	10%

Notes

- Only cars, motorcycles and light commercial vehicles are subject to the daily ULEZ charges.
- London Taxis, large & HGV vehicles, TfL London buses and vehicles registered for disabled use are all currently exempt from payment of any ULEZ charges.
- The scrappage scheme pays £2,000 to scrap a car and up to £9,500 for a van or minibus.

CIRCUIT RALLY CHAMPIONSHIP2023/ 2024

We're delighted to welcome back our championship title sponsor: [MGJ Engineering Ltd](#) plus media partner [Motorsport News](#) and to share our calendar for 2023/24.

The championship is planned to take place over nine rounds, with the best six scores to count.

We plan to run a six-class championship structure, catering for everyone from rallying newcomers, to those running high performance four-wheel drive machines.

With returning sponsors and supporters and new ones joining too, we'll have further news over the coming weeks, including updates on our plans to provide live streaming of our rallies.

You can already see our upgraded website www.circuitrally.co.uk

We are working with Motorsport UK to gain approval of the Championship Regulations. They have supported our work so far and we'll be publishing the regulations and open registration for the championships as soon as we can.

Provisional calendar for the 2023/24 Circuit Rally Championship
The 2023/24 Circuit Rally Championship is subject to Motorsport UK approval

Round	Rally Title	Circuit	Event date	Planned dates for	
				Publishing Regulations	Opening Entries
1	Salford Van Hire Neil Howard Stages	Oulton Park	Saturday 4th November 2023	11/09/2023	14/09/2023
2	NHMC Cadwell Stages Rally	Cadwell Park	Sunday 19th November 2023	06/10/2023	09/10/2023
3	Northside Truck & Van Donington Rally	Donington Park	Sunday 3rd December 2023	19/10/2023	25/10/2023
4	MGJ Engineering Brands Hatch Winter Stages	Brands Hatch	Saturday 20th January 2024	13/11/2023*	20/11/2023*
5	Snetterton Stage Rally	Snetterton	Saturday 10th February 2024	13/12/2023	04/01/2024
6	Lee Holland Stages Rally	Anglesey	Sunday 3rd March 2024	18/01/2024	25/01/2024
7	Northside Truck & Van Dukeries Rally	Donington Park	Sunday 17th March 2024	01/02/2024	07/02/2024
8	Alan Healy Memorial Rally	Cadwell Park	Sunday 31st March 2024	19/02/2024	22/02/2024
9	Altratech SMC Stages	Anglesey	Sunday 14th April 2024	26/02/2024	29/02/2024



* dates subject to Motorsport UK's timetable for finalising 2024 Regulations.



John Griffiths / Emma Morrison - Ford Fiesta R5. Winners of the 2023 Snetterton Stages Rally
Photo by Andy Manston, M & H Photography

SAVE OUR SINGLE VENUES

In the last few days, Shakedown has reported the cancellation of two stage rallies; the Cheviot Stages and the Twyford Wood Stages. Neither cancellation is the fault of the organisers, who have no doubt worked tirelessly to make the events happen, and to try to find an alternative solution when it became clear that the rallies couldn't go ahead as originally planned.

It does point to a growing problem though, and one that I think is particularly concerning for a sport that is not known for its affordability. Single venue stage rallies are the bedrock of the sport. They are the first rung on the ladder and, as we see the growth in closed-road rallies bringing new life to the top level of rallying, the loss of venues at the bottom is extremely concerning.

Of course, some cancellations are inevitable on occasion, especially at a venue like Otterburn. The needs of the Ministry of Defence come far above the needs of rallying, so we can't expect access to such venues at all times. Rallying will likely return to Otterburn in the future, but that isn't the case everywhere.

In my native East Anglia, the MoD has reclaimed essentially every venue where clubs in the region used to host single venue stage rallies. Norfolk, Suffolk and Essex have an extremely limited number of options when it comes to venues as it is, so the loss of the MoD sites at Sculthorpe, Honington, and Woodbridge has had a huge impact. Snetterton is now the only single venue stage rally serving those three counties.

I accept that East Anglia is not part of rallying's heartlands, but that is still not a good position for the sport to be in, and I am sure that region is not alone. The MoD have the right to reclaim their land of course but, if they do, where do we go?

The organisers of Twyford have discovered that the answer is not easy to find. Their event uses land owned by the Forestry Commission, so they have found themselves facing the same fees as some much larger events. On a rally with 35 to 45 entries, those fees mean the numbers simply do not add up, as few people are going to be willing to spend £850 to enter a rally that once would have cost around £200. And cost is becoming a real issue across the board, whether it is entry fees or other additional costs being imposed.

The Circuit Rally Championship lost its appeal for many grassroots competitors when it introduced rules around fuel supply. Such a move was never going to offer good value for crews at the very entry-level of the sport. The championship has since had a bit of a reset of course, but it shows that extreme caution is required when it comes to introducing commercial deals to grassroots events. Yes, some single venue competitors have plenty to spend, but these events simply must be tailored towards those on a budget.

So what is the solution? Sadly, I am not sure what options we have. A heavy reliance on MoD land will always leave us facing the risk of events being cancelled at short notice, while Forestry land is only going to become more and more expensive.

Venues like Kames (owned by East Ayrshire Car Club) in Scotland are fantastic of course, but few clubs have the resources to buy land and build their own track. We could try to approach private land owners, and kart circuits offer an additional avenue, but the wide-open spaces of MoD land are difficult to replace. Part of the solution has to come from MSUK in my view. In Europe, short rally sprints are often held using roads around industrial estates. Could we use the closed-road legislation to make that work here?

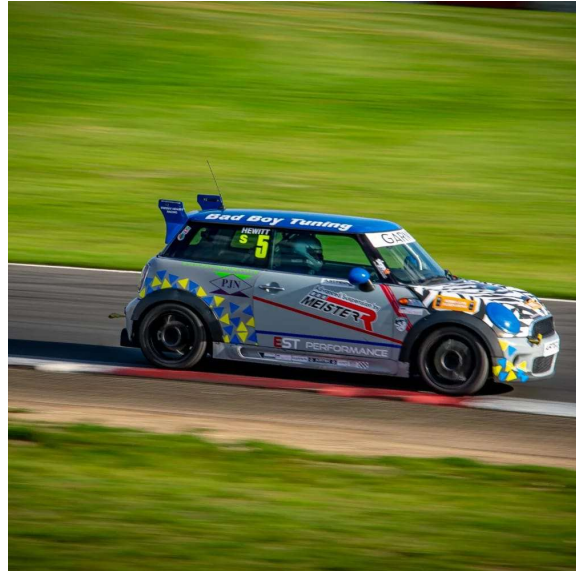
We urgently need to find more venues. The top of the sport may look in decent health but, in parts of the UK, a lack of venues is severely damaging grass-roots rallying and, without those grass-roots events, where will the future BRC, SRC, BTRDA and Asphalt Championship crews start their journey?

By John Scoltock

AMSC CALENDAR OF LISTED EVENTS AND CLUBS

3-Sep-2023	CRS Targa	Norfolk	CMC - Chelmsford Motor Club	Targa - Multi Venue
10-Sep-2023	QRaken Navigational Scatter		CMC - Chelmsford Motor Club	12 Car Rally
10-Sep-2023	Broads Explorer Classic Scatter	Norfolk	SCCON - Sporting Car Club of Norfolk	Scatter
17-Sep-2023	North Weald Sprint	North Weald	GBMC - Green Belt Motor Club	Sprint
24-Sep-2023	Stanta Autosolo	Stanta	SCCON - Sporting Car Club of Norfolk	Autosolo/Autotest/PCA
24-Sep-2023	Belchamp Walter Testing Trial	Belchamp Water	WSMC - West Suffolk Motor Club	Testing Trial
30-Sep-2023	Multimatic Streetcar Autosolo	Snetterton	SCCON - Sporting Car Club of Norfolk	Autosolo/Autotest/PCA
1-Oct-2023	Debden Sprint	Debden Airfield	HCAAC - Herts County Auto & Aero Club	Sprint
1-Oct-2023	Deben Autosolo	Debden Airfield	MCAC - Middlesex County Auto Club	Autosolo/Autotest/PCA
6-Oct-2023	Ben & Steve 12 Car		WSMC - West Suffolk Motor Club	12 Car Rally
15-Oct-2023	David Maitland Memorial Trial	Ivinghoe Aston	FMC - Falcon Motor Club	Production Car Trial
22-Oct-2023	Wattisfield Trial	Wattisfield	WSMC - West Suffolk Motor Club	Production Car Trial
22-Oct-2023	Targa		CMC - Chelmsford Motor Club	Targa
27-Oct-2023	Options Glazing 12 Car	Norfolk	SCCON - Sporting Car Club of Norfolk	12 Car Rally
29-Oct-2023	MC Engineering Autosolo	Snetterton	SCCON - Sporting Car Club of Norfolk	Autosolo/Autotest/PCA
5-Nov-2023	Guy Fawkes Trial	Kensworth	FMC - Falcon Motor Club	Production Car Trial
19-Nov-2023	Lyng Garage Trial	Cadders Hill - Lyng	SCCON - Sporting Car Club of Norfolk	Production Car Trial
16-Dec-2023	The Preston	Snetterton - Norfolk	CMC - Chelmsford Motor Club	Navigational Event
17-Dec-2023	The Preston	Snetterton - Norfolk	CMC - Chelmsford Motor Club	Navigational Event

Freddy Hewitt Racing Team



As far as race weekends have gone, Snetterton has by far been the worst 😞. After showing good speed during qualifying the oil feed hose to the turbo split leaking oil over the exhaust, causing a fire under the bonnet. This melted bits of the wiring loom, thermostat and multiple hoses and sensors. With only 4 hours to get it back together before race 1 and a lot of hard work and determination from the team we had the car running with 30 minutes to spare and that's how we diagnosed the split hose. Because the hose is braided you can't actually see the split until it's pressurised and the oil leaks out. So that meant we couldn't start race 1 from our qualifying position of 2nd place. Race 2 was looking more hopeful though; after a long night rebuilding the front end the car was running but we had to start at the back due to missing race 1. When pulling out of the assembly area I could feel no boost and a massive lack of power which was absolutely heartbreaking ❤️ but at least we could make sure everything else was running all right. After a fun race with @wolftraxracing we finished a downbeat 13th but we knew what the issue was and the car was running. Sadly a turbo vacuum hose had come loose and that caused the lack of power.

After refitting and securing the vacuum hose it was a positive start to race 3. Still at the back of the grid for the start of the last race but full power was restored. A great battle back through the field and securing a 2nd place just 2 tenths off the win and fastest lap of the class was a strong end to a shambolic weekend.

A massive thank you to @coastal_josh996 and @belky100 for working tirelessly and to the whole @minichallengeclubsport championship and teams for their help. Without them we wouldn't have been able to get the car back together at all.

Massive thank you to our sponsors and partners:

EST PerformanceBad Boy TuningMeisterR
Pitlane DevelopmentPJM Motor Engineering Ltd

Woodbridge Autosolo August 2023

This is the first time in a number of years we have been at MOD Woodbridge Airfield, mainly due to the madness that hit the world a little while ago.

For those of you who read my previous article in Spotlight about the rather damp Autotest held at the Abrey Farm, will have noted my comments at the end of the article about other contributors putting "pen to paper". As nobody has written anything, I thought I would have another attempt.

This event was organised by the AMSC, and the heroes of the hour were; Dan Pearson (C of C) and Dave Saint (Chief Marshal). The "lesser" (but just as important) officials were Ben Cutting (Timing and Results), Brian Hemmings (Steward) and John Davie (Scrutineer). They arrived at silly o'clock in the morning to set up the tests, thus saving the AMSC another day's rent for the airfield. Such dedication!

A new role (to me) was the Safeguarding Officer, in the shape of Laura Cooledge, who I never saw, *(Ed - Safeguarding is a named official in the regulations and is somebody who can be contacted during or after the event about any concerns on the day related to the treatment of minors up to 18 years old or up to 21 years if disabled)*

All the tests were at the far end of the airfield where the concrete hangers are situated. Some of the hangers were used as part of the paddock, while the others were used by the marshals. At this juncture our Hon Chairman arrived in style, as he was chauffeured by his good lady in their new electric vehicle. Luckily for them it was a dry day. (Electricity and water don't mix!)

Perhaps an official will take the time to tell me how you put a fire out on an electric vehicle! Will our 9kg foam extinguishers do the job? Something tells me they won't.

There were 33 entrants including 7 from SCCoN.

There were 4 tests, each run three times in the morning and twice in the afternoon, meaning we could get off home for an early bath.

The day went off quite well, although we did have a small timing problem on our test (C) which resulted in a visit from the C of C!

FTD was Owen Turner of CMC in his Mini 1275.

Top SCCoN entrant in Class A1 was Craig Bennett in a Skoda!

Second in A2 was Vini Cruz of SCCoN.

Top SCCoN in class B was Andrew Scarlett

Also in Class B was our very own Nigel Cook, who was flying under the West Suffolk flag!!!!!!

Top SCCoN in class D was Steve Groom

In the Production Car Autotest SCCoN's Scott Pezzotta was top dog,

4th in this class was our local bus hero, Great Yarmouth's answer to Stan Butler (on the buses joke from 1970's) Kieran Millan! who had his dad with him, and dare I say, he was telling Kieran what to do!

SCCoN's Jane Blake was 6th in this class.

Now I have missed out somebody, and as he made me most welcome at his home sometime ago, I feel I must mention him here.

It is the one & only..... John Peterson! First in class D.

Well there you have it. I have tried my best to be as condescending and insulting as I can and I hope I have not missed anyone. Oh yes I have. Poor old Jim Bowie of CMC got a wrong test early in the morning, and his enthusiasm was on the wane after that so he just drove to the finish. Bit of a shame for the old boy really, because he does put his heart and soul into these events.

Well, that is it. Bye. Paul Doodson.

Three driving changes from this September –

Motorists will need to be aware of a few driving changes which are coming into effect this September. Some of these changes are nationwide, however, some are area-specific and if you don't know the new rules, you could find yourself slapped with a potential fine so it's important that you take note. The changes coming in include changes to Driver and Vehicle Licensing Agency (DVLA) number plates, driving licence updates for Brits living abroad, and major speed limit changes.

Here are the three major changes starting month - and everything you need to know about them.

Number plate changes - 1st September

This one happens every year and is not really a driving law change, but the UK gets two new number plates in 2023 for newly-registered cars. From March, new cars have been registered under the "23" number plate, and in September, the "73" plate has been introduced.

Spain driving licences - 15th September

UK driving licence holders living in Spain have until 15th September to exchange their licence for a Spanish one. After this date, the British driving licence will no longer be valid for driving in Spain.

This follows an agreement between the UK and Spain in March on driving licence exchange. The agreement gave UK licence holders living in Spain six months to swap their UK licence for a Spanish one without needing to take a practical or theory test.

For those arriving in Spain after March 15, the agreement gave them six months from the date they get their residency documents to exchange their UK licence. So if you received your documents in April then you have until October to exchange your UK driver's licence.

However, UK licences will still be invalid for driving in Spain and you will need to wait until your licence exchange has been completed before you will be able to drive. The Spanish government has confirmed that drivers cannot use an International Driving Permit (IDP) instead of a Spanish licence. You can find out how you can swap your UK licence for a Spanish one on the GOV.UK website

20mph speed limit in Wales - 17th September

Wales will soon introduce their nationwide 20mph speed limit rules. From 17th September 2023, drivers will see speed limits on all residential roads in Wales being cut from 30mph to 20mph.

The new law makes Wales the first nation to impose 20mph as the default on nearly all restricted roads in towns and villages. This new law was passed by the Welsh Parliament in July 2022.

Local authorities started implementing the changes in March this year by adjusting the current signs and introducing some new roadside signage. A few roads will be exempt from the change with some 30mph sections of arterial roads with Fabian Way, Oystermouth Road and Carmarthen Road among them.

The Welsh Government passed this law in a bid to improve road safety in the country. Alongside this, the Welsh Government hopes to improve air quality and reduce noise pollution as well as encouraging healthier lifestyles for residents.

The Welsh Government has said that drivers will be given time to adjust to the change, but after this period you may be hit with a fine if you are caught speeding. Currently, the minimum penalty for speeding is a £100 fine and three points added to your licence.