

Double Glaze Matters

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Our Visitor

I was woken to a noise under the house the other day and thought a possum had taken up residence via a hole left by our old heater. So I put a trapdoor on the hole so he could get out, but not get back.

We were awakened by a banging noise next night and I went to investigate. I got the fright of my life when I went out and almost tripped over a big wombat!

He then proceeded to destroy my plastic trapdoor and take up residence under the house again.

I finally managed to block him out, but now he roams around the house trying to dig his way under the foundations. Hopefully he gets sick of it and moves on before destroying my veggie garden.

(See photo over page)

Making Cars Efficient

When you look at cars, I have long felt there was a much more efficient way of driving them.

Each car should have a detector at the front to accurately detect the distance to the car in front. This is connected as an override to the accelerator and brake so that as soon as the car in front slowed down, the car behind automatically slowed down so that they didn't collide.

You still drive as normally, it just ensures you don't hit the car in front. The beauty is, that you can now drive within half a meter of the car in front.

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Montmorency Food Swap & Pizza day

*Sun 7th Apr,
10:30—11:30*

*Montmorency Primary
School*

*Bring your home grown
produce to swap and join
us for a pizza!*



Franciscus Henri's take on the NT debacle

Making Cars Efficient (cont)

Assuming the second car has brakes as good as the front car, it will never hit it. There will be a risk of collision if the front car uses 100% of its braking and it has better brakes than the second car. Normally this would result in an accident anyway, since the reaction time of the second driver is normally less than the gap.

What does this mean? We can now double or triple the number of cars using any given road. At the traffic lights, instead of waiting for a 5 metre gap before moving, you can start moving almost as soon as the lights change.

No need to upgrade freeways for the next 20 years!



Our friendly wombat visitor

It sounds expensive. There are probably 5 million cars in Victoria. You could fit a car with such a device for around \$5,000. A total of \$25 billion. They just announced the East west tunnel for Melbourne for \$10 billion. The savings in not making new roads would easily pay for it.

There are issues. It is easy to leave a line of cars, you simply drop back and turn off. The car behind then re-connects to the car in front. Joining a line of cars already on the road is a bit harder. Maybe you need to make the controller a little smarter so the car entering requests a gap that it can then enter. A smarter controller could also tell the car behind that it is starting to brake.

Trucks may be a problem because they have much longer stopping distances. But this is no different to the current problem. If you are in front of a truck and slam on your brakes, he will hit you anyway. If you are only metres apart, the truck won't hit you very hard. If you are 30 metres apart, it will hit you very hard.

The cars would be more efficient as well. If you drive within a metre of the car in front on a freeway, your wind drag drops enormously and your efficiency goes up.

This system of course would be much easier to implement in an electric car since the accelerator is already electronically operated

The bad news from an environmental point of view, is that it will make travel times so much shorter, more cars will get onto the road and use even more fuel!