

ARE WE THERE YET?

Mid Yorkshire Advanced Motorists Newsletter

August 2024



Group Number 4178
Registered Charity Number 1053843





WHAT'S INCLUDED IN THIS MONTH'S ISSUE



Page 3	Forthcoming Gatherings and Events
Page 4	From the Editor
Page 5-6	Group Membership News 5. Welcome, Congratulations 6. MYAM Online
Page 5	WILLIAM JACKSON (BILL)
Page 7	Directions to the Birkenshaw Liberal Club
Page 8	July Meeting – Yorkshire Air Ambulance
Page 9	England Flags and the Euros
Page 9	I.S.A.
Page 10	Is There a Crisis In The Car Industry?
Page 13	IAM News Releases and Tips Safer roads for all
Page 14	Meet the Committee
Page 15	And Finally..... This Month's Teaser and the Answer to Last Month's Teaser
Page 16	Your Committee Contact Details



Cover Photo – Forth Rail Bridge

Perhaps one of the most iconic bridges in the world the Forth Rail Bridge carries the Aberdeen to Edinburgh rail line across the River Forth between North and South Queensferry. Construction started in 1882 and the bridge was opened in 1890. When opened it had the longest single cantilever bridge span in the world.

Forthcoming Gatherings and Events

Sunday 4th August 2024 9:30am - 5:30pm	MG Classic Car Show	Nidderdale Show Ground Pateley Bridge Harrogate HG3 5BD
Sunday 25th August 10am – 5pm	Heath Common Classic Car Show	Heath Common Wakefield WF1 5SG
Monday 2nd September 2024 8pm	MYAM Social Meeting BRAKE	Birkenshaw Liberal Club 10 Croft Street Birkenshaw, BD11 2HT
Monday 7th October 2024 8pm	MYAM Social Meeting Neil Simpson – Rally Driver	Birkenshaw Liberal Club

Everyone is welcome at these events and they are an ideal opportunity to meet new people socially, find out about what is going on within the Group and listen to interesting talks on a variety of topics, sharing our skills with other serious drivers and keeping up-to-date on club and driving matters.

Please note there is no Social meeting in August. For our September meeting we are hoping to have a speaker from the Road Safety charity BRAKE based in the Halifax/Huddersfield area. More details should be available in the next newsletter.

We hope to have our new gazebo with the IAMR logo at the various car shows. If you visit any of these shows please come over and say Hello.

For more information on the car shows search the internet for the websites of the event organisers. If you are exhibiting a vehicle, or if you have taken any photos, at an event please send me a photo for the newsletter.

From the Editor

As I write this we have just had a major outage of the global IT system, meaning airports virtually shut down, card payments could not be made and hospital and doctor appointments had to be cancelled. And the cause, a faulty software update. It only goes to show how much we rely on these computer systems to run, or should that be ruin, our lives! The systems are slowly getting back to normal but it could take some time to return to full normality. Apparently Southwest Airlines in the US was unaffected as they were still using Windows 3.1, from the early 90s, which did not receive the update as it is considered as being obsolete. A case of “If it ain’t broke, don’t fix it”.

Our cars are full of computer systems controlling the engine, braking system, security and many other systems. I don’t know exactly how many “computer modules” there are in my car but as long as they all work correctly I’m happy. It’s when an update changes critical settings that there can be a problem. The emissions issue with the VW diesel engines was an excellent example of an update causing problems, meaning certain parts of the engine were more prone to fail after the “update”. I had an affected diesel car but it never had the update while I had it (I had it on good authority from a main dealer that it was not compulsory). I changed it for a petrol car after I retired as I was covering fewer miles which would not have been good for a diesel with a DPF and EGR.

It has often been said that the process of updating software is replacing one error with another, hopefully less critical, error.

It also makes me wonder how well these software updates are tested. Having written some, admittedly not critical or life affecting, software in my time I always tried to work out what could go wrong and how to counter it. It’s not always that easy especially with a very complex system.

Keith

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Will any Member wishing to have an item, article or picture included in the newsletter please submit it to the editor no later than the 15th of the month. These may be edited to save space. Thank you.

Disclaimer

The items contained in this newsletter are the views of the Members who contribute and not necessarily the views of the Institute of Advanced Motorists (I.A.M.) or MYAM.

GROUP MEMBERSHIP NEWS

Welcome to the Group

Mark Broadhead

Congratulations

On passing the Advanced Test

Sonia Burton - Observer Chris Tomes

WILLIAM JACKSON (BILL)

We have to report the sad news that MYAM member, National Observer and former committee member, Bill Jackson passed away on the 3rd June 2024.

Bill joined Wakefield Advanced Motorists (WAM) on 11th January 2011 and passed the Advanced Driving Test on 15th May 2011. He then became a Local Observer.

When WAM joined with the Leeds group and the Dewsbury and Batley group to form MYAM Bill went on to take a test to become a National Observer and joined the committee.

He drove his own car to help Local Observers to become National Observers. Bill got over 40 associates through their test and at times he had three associates all in training at the same time and would go out of his way to help associates pass their ADT.

Bill would help everybody out. He was the best, and his dry sense of humour will be missed by everyone who knew him.

MYAM Online



WEB SITE Our website is packed full of information and is the go to place for everything you need to know about our events, courses, meetings and news about us as a Group. How about copies of the newsletter going back a few years.

Need to know who the Committee are or see our Observer team? We are all on there.

See us at www.iamroadsmart.com/groups/midyorkshire

We are adding to the content all the time so keep dropping in to see what we are doing.



X We have our own X account which can be found at X.com/MYAM4178

Group Telephone number is 0113 314 9969

Data Protection – Privacy Notice (GDPR)

Mid Yorkshire Advanced Motorists (MYAM) is committed to looking after the information that it holds on behalf of its members in a way that complies with the General Data Protection Regulations (GDPR).

MYAM has a legitimate interest in keeping sufficient personal information to communicate with its members and other local people with an interest in road safety, and to permit the renewal of subscriptions. A member can ask to see a copy of their personal information, correct any errors and ask for all or part of it to be deleted.

MYAM is affiliated to the Institute of Advanced Motorists (IAM) and will use a member's information to support them if and when they are assessed by IAM. MYAM will also ensure that any data shared with IAM is accurate. We will not share your details with anybody else.

David Rockliff is our GDPR Manager. Please contact him if you have any GDPR related issues.

Directions to the Birkenshaw Liberal Club

10 Croft Street, Birkenshaw, Bradford, BD11 2HT



From the M62 West leave at Junction 26 and take the A58 towards Leeds. At the second roundabout turn left into Bradford Road (A651) after about 700yds by the George pub, turn right into Town Street. Croft Street is approximately 60yds from the junction (top photo left) but to avoid the potholes carry on up Town Street and turn right into Old Lane. After approximately 100yds turn right into Croft Street (middle picture left between the car and the house next to it).



From Bradford follow the A650. Turn right onto the A651 at the traffic lights just before Tong Academy. Then just after the George pub turn left into Town Street and follow the previous directions.



From the M62 junction 27, take the A650. Turn left onto the A58. After approximately ½ mile turn right into Old Lane. After approximately 550yds turn left into Croft Street (bottom picture left).

There is a large car park and the entrance is down the right hand side of the club as shown in the top picture.

Our meetings are held in the function room.

July Meeting - Yorkshire Air Ambulance

Operating from two sites, Nostell Priory near Wakefield and RAF Topcliffe near Thirsk the Yorkshire Air ambulance can reach 90% of Yorkshire within 20 minutes. These two sites replaced the earlier site at Leeds Bradford Airport in 2012. The Nostell facility also includes an operations room and facilities for training.

Perhaps one of their most memorable rescues was when Top Gears Richard Hammond crashed at high speed at Elvington. Following this incident Richard presented a TV show, Helicopter Heroes, which followed the activities of the Air Ambulance.

The original leased helicopter was replaced by two newer models and these have now been replaced by improved helicopters with 5 bladed rotors which give a much smoother ride and also have a rear entry for the stretcher. These changes make life easier for both the crew and the patients.

Since the service started it has saved over 8,000 lives and there are many stories of difficult rescues where only the helicopter could reach the injured and transport them quickly to hospital. As most hospitals now have a helicopter landing site the patient is usually taken to the nearest hospital unless there are requirements that require transport to a specific hospital.

It costs around £19,000 a day to run the service which is provided entirely by public donations. So fundraising is a vital part of their operation. At our meeting Helen Murray-Sharpe and her colleagues not

WAYS TO DONATE - 5 easy ways to give



Donate Online:
www.yaa.org.uk/donate

Donate by Text:
Text 'YAA' to 70085
followed by the amount that
you would like to donate

**Direct Debit
donations via our
website**



**Make a single or
regular donation**

Donate by Phone:
Call our head office on
01422 237900

Donate by Cheque:
Send a cheque to:
Yorkshire Air Ambulance
Cayley House
10 South Lane
Elland HX5 0HQ

only gave us a very interesting talk on the operation of the Air Ambulance but also came prepared with a large quantity of items to be sold plus raffle tickets. We have received an email from Helen to say that on the evening from our members and the regulars at the club they raised £117 which helps to fund their rescues.

Should you wish to make a donation please visit the Yorkshire Air Ambulance website www.yaa.org.uk.

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England Flags and the Euros

You may have noticed cars driving around with England flags attached supposedly to support the England team in the Euro 24 football competition.

When I was at work someone suggested that these flags were an indication of how bad a driver you were. One flag and you were a bad driver, two flags twice as bad. Well the other day I saw a car festooned with four flags!

It should be noted that should you fit flags to your car they must be securely attached as you could be fined if they fall off.

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I.S.A.

Nothing to do with money savings schemes but the latest system that has to be fitted to cars sold in the EU and UK. It stands for Intelligent Speed Assistant and is intended to reduce the number of accidents and casualties caused by speeding. The system is legally required to be fitted to all new cars sold in the UK after 7th July 2024.

So how does it work?

The system uses a combination of GPS and cameras to detect the speed limit on the section of road you are driving on and alert the driver if they are exceeding the limit. It can also reduce the speed by limiting the engine power but does not apply the brakes.

The system can be overridden, for example when overtaking, and can be turned off at the start of a journey but it will be automatically turned back on next time the car is started. The method of turning it off is different for each manufacturer so you'd need to read the cars manual.

It is not a perfect system as it relies on being able to detect the speed limit and there have been instances of an incorrect limit being detected. There is also the question of keeping the software in the car up to date as it relies on a speed limit database stored in the car. The GPS system does not send out data on speed limits. All it does is allow you to determine your position on the earth's surface. It is down to the software and the database in the car to determine the vehicle speed and the speed limit at any particular point.

This brings up a question who would be responsible for keeping the database up to date in the car as speed limits and road layouts are often changed and would it be updated at zero cost? Another question concerns the sign recognition system. How will it cope if the sign is obscured by undergrowth or the limit characters have faded leaving just a white background with a red circle. Many of the limit signs around our way are like that.



What's the speed limit here just outside Denholme?

Another thought, when the majority of cars have this system will it make speed cameras obsolete?

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Is There a Crisis in The Car Industry?

The UK government, along with many other European governments is committed to phasing out the sale of new petrol and diesel cars within the next 10 years with legislation introduced to transition to electric only vehicles. However the car buying public seem to have other ideas.

When they first came out electric cars sold well giving the manufacturers confidence to plan their transition to electric. However all the reports I've been recently reading seem to indicate that sales of new electric cars are falling throughout Europe. Last month Germany saw a 30% drop in sales and there was a fall of 12.5% in sales of electric cars throughout Europe.

It would appear that the car buying public have switched to buying hybrid cars as sales of these vehicles have increased from 25% to 29% in the same period.

Many car manufacturers are looking at the viability of manufacturing vehicles. Stellantis, who own Vauxhall, Citroen and Peugeot, has threatened to close its UK manufacturing plants over the UK government quota system for “Zero Emission Vehicles (ZEV)”. This calls for vehicle manufacturers to sell a specified percentage of their vehicles as “zero emission” with the percentage increasing each year. Manufacturers would face heavy fines for each non ZEV sold outside the limit.

One way of coping with falling electric car sales and still meeting the ZEV requirements would be to cut back on the number of ICE vehicles produced. However if the electric cars turn out to be difficult to sell and the ICE car production falls there may come a point where manufacturing becomes uneconomic and the factories in the UK and even Europe are shut down. Some European manufacturers are currently planning to close factories.

Many reasons are given for the fall in EV sales, especially to private buyers. Cost is a major factor, not only for the car but for the insurance. Also the charging infrastructure is not expanding as quickly as the government would like. The government, of any flavour, can pass legislation to require manufacturers to increase the number of electric vehicles manufactured but they cannot make people buy them.

Probably most of the car buying public, especially at the lower end of the market, buys secondhand cars. Secondhand electric cars are coming onto the market at prices that could be attractive to many buyers. However one major issue with any electric car is the state of the battery. This could put people off buying them. Any damage to the battery, even a small scratch could cause an insurance company to write off an EV, even a virtually brand new one. Certainly an EV with an out of warranty battery could be virtually worthless. One of my brother’s neighbours has apparently been unable to sell an older Nissan Leaf.

Battery technology is constantly changing and what would happen if a new battery technology comes along that makes the existing batteries obsolete. Would that make existing electric cars worthless? The alternative would be for some enterprising companies to offer conversion to the newer battery type.

There is also the problem of what to do with the EV batteries at the end of their lives. Some batteries, or some of the cells they contain, can be used to store surplus energy from the national grid. However ultimately they will need to be recycled as they

contain valuable materials which can be reused saving expensive materials from being imported.

Are there alternatives to battery vehicles? Could e-fuels, which are manufactured from carbon dioxide taken from the air or organic materials, give a new lease of life to ICE cars? Many manufacturers are researching alternatives. Toyota and the Chinese company GAC are developing an ammonia powered engine. Potentially ammonia could be used with existing engines with a few adjustments.

Another alternative is hydrogen. This could be used in conjunction with a fuel cell (as used in the Apollo space craft) as an alternative to the battery in an electric vehicle. This would have the advantage that refuelling times would be similar to petrol or diesel. Hydrogen has the advantage that it could potentially be made locally by electrolysis of water. It has been said that generating hydrogen this way could use a large amount of electricity but using hydrogen and a fuel cell could mean that large areas of the world would not be devastated by mining of lithium and other materials needed for EV batteries. Much more environmentally friendly. In reality there is still much work to be done before hydrogen fuelled cars become viable.

EVs may be zero CO₂ **at the point of use** but generate significantly more CO₂ during their manufacture. Using hydrogen means the only emission would be water. However do not forget that water vapour (e.g. clouds) is also a greenhouse gas, albeit not as bad as CO₂. Would there be a market for companies to offer conversion from battery to fuel cell?

At the beginning of the 20th century steam, electric and internal combustion cars were all competing to become the technology used for personal transport. The internal combustion engine won. Why did it win? When you think about the ease of use compared to the other options it was a no brainer.

We are in a period of change regarding transport propulsion methods and there are many alternatives being examined. The government appears to be going down the battery electric route without apparently seriously considering other options. We shall have to see what happens.

Ed

Safer roads for all: IAM RoadSmart manifesto calls on political parties to prioritise road safety

The UK's largest independent road safety charity IAM RoadSmart has published its manifesto "safer roads for all" calling on all political parties to bring forward plans to reduce the numbers of killed and seriously injured (KSIs) on our roads following last week's announcement that a general election will be held on the 4th July.

More than 16,000 lives have been lost on Britain's roads since 2013, far more than from the rail or aviation sectors during the same period. In 2022 alone, there were 1,766 fatalities in the UK (1,711 in Great Britain and 55 in Northern Ireland), the equivalent of around three Airbus A380 super jumbo jet incidents resulting in total loss of life. As detailed in the manifesto, around 35,000 hospital admissions in 2019 resulted from a collision on the road while the total economic cost of collisions in 2022 was estimated to be around £43bn. This underlines not only the moral obligation to improve safety on our roads but also the economic case to tackle dangers on the network.

["Safer roads for all"](#) outlines key policy changes which IAM RoadSmart believes will reduce KSIs on the road network and focuses on changing behaviour and improving infrastructure including:

- An expansion of driver rehabilitation courses for drink-driving and rolling out a programme for drug-drivers
- A commitment to introduce a form of graduated driver licensing (GDL) for new drivers
- Insurance Premium Tax (IPT) breaks for better skilled drivers
- A review of enforcement of illegal mobile phone use at the wheel
- Ring fencing some tax receipts to fix our pothole-riddled roads
- Decommissioning all lane running (ALR) smart motorways
- Improving major A-road infrastructure
- Reviewing speed limits on rural country roads
- Supporting 20mph speed limited areas with high-quality infrastructure for motorists and cyclists

- Introducing regulation of private e-scooter use which includes training
- Reducing the cost and simplifying motorcycle licensing
- Reviewing driving for work standards

The manifesto also calls on policymakers to support the take-up of zero-tailpipe emission vehicles and driving assistance aids by putting a greater emphasis on improving consumer knowledge of technological advances in the sector to support a safe systems approach.

IAM RoadSmart Director of Policy and Standards Nicholas Lyes said:

“Road death is one of the leading causes of fatalities among the under-25s. We would never accept so many fatalities if these figures were replicated on our railways or in the aviation sector, which is why we’re calling on whoever gets the keys to Number 10 to prioritise road safety by focusing on changing behaviours and improving infrastructure.

“The sheer number of deaths on our roads in the last ten years isn’t just scandalous: for each of those who have lost their lives there are families and friends who have been devastated by tragedy and want to see action taken.

“In addition to this, the impact that collisions have on our health service and our economy costs billions. Therefore, the message is that safer roads not only prevent death and serious injury but also reduce stress on our NHS and our economy.”

The document can be found [here](#).

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Meet the Committee

John Prior



I first joined the IAM around the 1975/6 but due to work and home life needs I had to give it up. Then last year my wife sadly passed away, so looking for something to pass the time, I rang IAM head office and rejoined. And here a year later I have put myself forward for the committee and so be it.

And Finally.....














This Month's Teaser

We used to travel from Leicester to Bradford up the M1 regularly on a Friday evening, not exactly the best time to travel with a typical journey taking around $1\frac{3}{4}$ hours. One Friday in 1998 we made the same journey but there was very little traffic on the motorway and the journey took us under $1\frac{1}{2}$ hours. What do you think was the reason for the lack of traffic?

Last Month's Teaser

Last month I asked "If everyone kept to the two second rule what would be the maximum capacity, in vehicles per hour, of a three lane motorway?" With a two second gap between vehicles 1800 vehicles per hour would pass a fixed point in a single lane. Therefore the three lanes could carry a maximum of 5400 vehicles per hour. This would be independent of speed.

Your Committee

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Committee Member	John Prior		

Due to computer hacking and high levels of spamming we have had to remove the hyperlinks to our e-mail addresses and have replaced the @ symbol with (at) so you will need to retype the address in the correct e-mail format, i.e. replace (at) with @, with no spaces.