

# ARE WE THERE YET?



Mid Yorkshire Advanced Motorists Newsletter

December 2023



Group Number 4178  
Registered Charity Number 1053843





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### **Cover Photo – Sundial at Beningbrough Hall**

Located near York the current Hall, which replaced an earlier Elizabethan house, was completed in 1716. During the Second World War it was used to house aircrew based at the nearby Linton on Ouse RAF base. Following the death of Lady Chesterfield in 1957 it was transferred to the National Trust in lieu of death duties and opened to the public in 1962.

## Forthcoming Gatherings and Events

<b>Monday 4th December 8pm</b>	<b>MYAM Social Evening</b> Christmas Quiz, Raffle and Buffet	Birkenshaw Liberal Club 10 Croft Street Birkenshaw, BD11 2HT
<b>Monday 5th February 2024 8pm</b>	<b>MYAM Social Evening</b> Ian Goring – The Pathfinder project	Birkenshaw Liberal Club
<b>Monday 6th March 2024 8pm</b>	<b>MYAM Social Evening</b> Richard Gladman- IAMR Chief Examiner	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 that, as in previous years, we do not have a social meeting in January.

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**On behalf of the committee**

**We wish all our members**

**A Merry Christmas  
And  
A Happy New Year**



**And we hope to meet you at our meetings and events throughout  
the year.**

## From the Editor

Firstly apologies for the possible late delivery of this newsletter. I was all set to have this newsletter completed ready for distribution a week before the December meeting when I woke up with a pain in my leg. This made moving around incredibly difficult and for a couple of days I could do nothing. I contacted the doctor and after waiting for 20 minutes in the phone queue was referred to a telephone consultation responder. After a brief chat I was told to contact the surgery to get a same day appointment. I did but all the appointments for that day had gone! However I was offered an afternoon appointment which was not suitable. Then an alternative morning appointment was offered which I assumed was at the surgery I'd normally go to, but not the one nearest to us. Although I knew roughly where the surgery was I asked for the post code to enter into the sat-nav as Caroline could be driving. When I actually put it into Carolines sat-nav it was actually our local surgery so much less hassle to get to and easier to park. I am now on a course of anti-biotics and hoping to see some improvement over the next few days.

I'm hoping this will still allow me to come to the December meeting but if not, or I feel I cannot ask the questions, I have a cunning plan. I shall print out all the answer sheets and seal the question sheets in an envelope and get David to be question master which may give the other teams a better chance! We shall see.

As you will see on the committee page I've now included thumbnail pictures of each of the committee members. This should help you identify us at our social meetings. From next month's issue I'm planning to include a short profile of each committee member and their involvement with the IAM.

### 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

Vaughn Ambler, Jen Carr, Robert Slater

# Congratulations

On passing the Advanced Test

No notifications of test passes this month

## November Presentations



At November's meeting Janice presented certificates to John Wootton, Richard Reisch and John Prior

# 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](http://www.iamroadsmart.com/groups/midYorkshire)

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



**TWITTER** We have our own Twitter account which can be found at [twitter.com/MYAM4178](https://twitter.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.

# 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.

# November Meeting - The Routemaster Part 2

This time last year our membership secretary, and bus enthusiast, Graham gave us part one of his talk on the iconic Routemaster bus as used in London. This covered the precursors and prototypes for the “new” bus finally introduced in 1958.

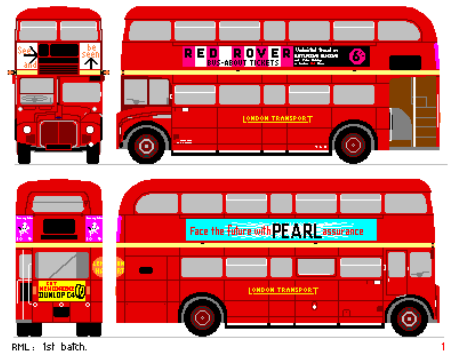
There were a total of 2760 Routemasters built for London Transport and as a comparison Leeds city Transport had 640 double decker busses. There were five classes varying in length from 27ft 10ins to 29ft 10.6ins with a rear entrance with or without a door and a version with a front entrance. This last variant could have been used for one man operation but never was as the unions objected to the concept of one man operation.

All the London transport buses had registration numbers related to their London transport number. (Birmingham City buses had a similar system). The first Routemasters RM5 to RM300, entering service from June 1958, had registration numbers VLT5 to VLT 300. These replaced trolleybuses in part of London.

In 1956 the legal length for double decker buses was increased to 30ft. To increase the length a small panel was added in the middle of the body but because of the increased length an emergency exit had to be added on the lower deck.

As the Routemaster fleet increased passed RM1000 the registration number changed from VLT to CLT.

One Routemaster, RMF 1254, had a varied life after its introduction spending time on trial with Liverpool Corporation, followed by time with BEA (British European Airways), East Kent and 2 weeks in Halifax as a demonstrator. It then spent 3 years with BEA.



**Spot the additional panel to increase the length.**



In 1967 BEA bought 67 Routemasters which were operated London Transport. These had high speed rear axles and were capable of 70mph. They also pulled trailers which were loaded with luggage at the Central London Terminal and towed to Heathrow where the trailers were taken directly to the aircraft.

Once BEA and BOAC merged to form British Airways these buses were sold to London Transport.



In 1966 a rear engine Routemaster was built. Only one was built although three had been ordered. Was this a precursor of buses to come?

Finally Graham showed us an unusual Routemaster RML2366 or should it be called a Routemaster Short!

We'll have to wait until next year for Part three – Life after London.

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## The Chairmans Yule Message

I really can't believe it's almost the end of another year! Yule and Christmas will be on us before we know it!

Here, at MYAM, we finally seem to be recovering from the Pandemic and its aftermath. Thanks to our Chief Observer (Chris Marrison) and supported by David Stringer and Bob Rowles, our team of Observers is growing, and our waiting list of new Associates is now at a more manageable level. I am also proud to say that our pass rate for Associates taking their IAMR test remains as high as ever.

On the Group Committee, we gained two new members. Ken Newton has taken on the role of Associate Co-ordinator, and Lewis Wetherill has become the Young Driver Co-ordinator. As cars become more sophisticated and complex, and as young people become more techno-minded, it is important that we keep in tune and attempt to match up new Associates with suitable Observers. By contacting new Associates as soon as we receive their details from IAMR, Ken will help us to learn more about them in order to offer as much support as possible.

We also want to attract more young people to take the IAM test, and Lewis will be spreading the word to the younger sector of society. We even offer a rebate to any person who passes the test before their 26th birthday. An IAMR course is the ideal birthday or Christmas present for a young person. It could save their life!

Another incentive we are considering is a “Recommend a Friend” scheme, where we offer an inducement to any existing MYAM Member, who recommends someone to the IAM. Watch out for details in the Newsletter next year.

In my Yule/Christmas letter last year, I explained that the decision had been taken to move the social evenings to the Birkenshaw Liberal Club in the hope that this would improve attendance. This has not been as successful as had been hoped, but perhaps attendance will improve during the coming year. Please remember the evenings are free and that everyone is welcome. So please feel free to bring along a partner, friend, or relative at any time.

In order to try and gain more information about our Members and your wishes, our Secretary (Paul Macro) sent out a questionnaire a short time ago. We received almost fifty replies, and I would like to thank all of you who took the time to respond. We will be analysing the results over the next few weeks, and I can assure you we will take note of your comments.

On a personal note, my health continues to improve slowly following the bad reaction to the Covid-19 vaccine, and I am feeling better following four procedures on my heart during the past year. The Group Committee continues to be very supportive, and I am very grateful for all their help – especially when technology goes wrong. I have a very negative effect on any kind of technology, and the Committee are very understanding and quickly come to my aid. (After five months, I am still trying to convince my new car that I am the Boss!!!) *(I'm surprised it hasn't capitulated already! –Ed)*

It would be lovely to see more Members at our social/speaker evenings, and I do hope you will come along to our first meeting in February, 2024.

In the meantime, I wish you all a very happy Yule and/or Christmas and a very happy, healthy, and prosperous New Year.

Best regards,

**Janice**

# Batteries

Look around any house and you'll see a plethora of battery operated items or items that contain a battery, the TV remote, clocks, timers, kids toys, calculators, mobile phones, laptops, desktop computers, torches, house alarm the list is almost endless. All of these electronic devices rely on battery power but have you ever given any thought about the different types of battery available?

A search on Wikipedia indicated there are well over a hundred different types of battery. Each is suited to a particular task and some are very specialized but for general use the range of types is significantly smaller. They can be divided into two basic categories, primary and secondary batteries. All batteries generate electricity by means of a chemical reaction. In primary batteries this reaction is non-reversible and once the chemicals are exhausted the battery has to be disposed of – they are non-rechargeable. In a secondary battery this reaction can be reversed by the application of an external electricity supply – these are rechargeable batteries.

There are many types of rechargeable batteries in common use, probably the most familiar is the Lead Acid battery used in our cars to start the engine and run the electrics. These are designed to cope with high currents when starting the engine and can be charged by means of the alternator driven by the engine. Most modern cars have a battery management system which monitors the state of charge and adjusts the charging to maintain the battery in best condition.

Other rechargeable batteries include Nickel Cadmium (NiCad), now largely replaced by the more environmentally friendly Nickel Metal Hydride (NiMh) and of course the current favourite the Lithium battery. Each of these different types requires a specific charging method.

Recharging a Lead Acid battery can be as simple as connecting a current limited voltage source aka the conventional battery charger. In general this can be left connected almost indefinitely and not cause damage to the battery. However some Lead Acid batteries such as those used in cars with a start stop system require a more sophisticated charger when charged off the car. These chargers are more expensive but will keep the battery in good condition if the car isn't being used.

NiCad and NiMh are both charged using a current source and the terminal voltage is monitored. In some chargers, especially the fast types the battery temperature has to be measured to ensure the battery is not overcharged. Once it is detected that the battery is charged the charger shuts down.

Lithium batteries are a different matter entirely. The energy density in a Lithium battery is very high so they must be charged very carefully requiring the use of a charge controller to monitor the current into and out of the battery. Our phones and laptops usually have one built in so they can be left on “charge” almost indefinitely. Lithium batteries can be fast charged up to 80% of their capacity but the remaining 20% has to be charged at a slower rate to avoid overheating the battery.

I’m sure you have all seen the reports of fires caused by electric scooters and bikes failing while being charged. I suspect many of these items were cheap imports from the Far East with inadequate or no charge management system fitted meaning that the batteries continued to have current pumped into them even though they were fully charged – a recipe for disaster. At this point it is important to mention that the unit that plugs into the wall only provides the power for the charge controller, it is not necessarily the charger. As an example of a typical cheap and nasty charger I have a cheap battery electric drill with a NiMh battery. I opened up the charger to find it comprised of a single resistor – no charge controller. I do not keep it on charge too long! By comparison I have battery drill with a lithium battery which has the correct controller in the charger to indicate when the battery is charged. It did cost a little more!

The recent announcement, shown on TV and praised by politicians, about Nissan building a battery manufacturing plant, to me highlights the lack of understanding by politicians of all parties of the full implications of electric vehicles. Do they not realize that going electric will put a major strain on the countries power system and that without major investment costing billions and taking, probably, decades to complete we will be not be able to charge cars, run heat pumps and run all the data centres that gobble up the power. Also where is the commitment to recycle in this country used, scrap and damaged electric car batteries to recover any valuable metals that could be recycled into new batteries. This would reduce the amount of environmental damage being caused in third world countries by the mining of the materials needed for electric car batteries. Surely recycling is better for the environment than continually digging up new materials. After all most of the metal in a petrol or diesel car can be recycled.

This lack of scientific understanding amongst politicians was highlighted during the Covid enquiry when it was revealed that a former prime minister who shall remain nameless but whose initials are B J, was completely bamboozled by the scientific data having given up science at the age of 15, probably because it was hard. I chose the scientific/engineering route through school and university because I enjoyed the challenge. I think the old adage “Those that can- do. Those that can’t – teach. (I think that is a bit unfair on teachers as it not an easy job, having done part of a PGCE course and with a school teacher daughter)” Add to that “The rest go into politics and tell everyone else what to do” and if there’s anyone left they become so called TV personalities!

# Is Your Car Feeling The Cold?

There's nothing worse than your car not starting on a cold, icy morning, but with a bit of planning, you can make sure your vehicle is ready for the colder months. Richard Gladman, Chief Examiner at IAM RoadSmart, has a handy guide to help you prepare for the colder weather.

## Battery

The battery on your car can go flat at any time, whether you're popping out for a Halloween celebration or to catch the fireworks in November. Make sure you keep a set of jump leads in your car so you can start your engine with help from another driver's vehicle if you need to.

## Check Antifreeze and Screen Wash

Antifreeze stops the water in the engine's cooling system from freezing and overheating, so make sure yours is topped up. Also check your screen wash levels, as something might seem minor, but something as simple as a bird doing its business on your windscreen can completely reduce visibility.

## Get Kitted Out

Always carry a winter driving kit. This should include an ice-scraper, torch, blanket, de-icer and a first aid kit, just in case. Packing water and snacks is also a good idea, should you find yourself waiting for a recovery truck.

## Light It Up

Less light means, of course, using your headlights more. Check that they are clean; a wipe down with a cloth should suffice, and make sure none are blown or cracked, as not only do they make you less visible, it's also an MOT failure. Don't forget to check your full beam and fog lights as well.

## Keep Your Car Clean

Salt will often make your car windscreen, headlights, number plates and rear parts very dirty. You should stop regularly at service stations to clean your windscreen and

headlights when the roads have been gritted or keep a filled bottle of water in the car boot to give your lights, windows and mirrors a quick wash over.

### **Seasonal Tyres**

If you often drive in the winter, you should consider buying a set of winter tyres. Even cold, damp roads can dramatically affect the performance of tyres, leading to an increased accident risk.

### **Warning Lights**

Never ignore any warning lights that appear on your dashboard. If one appears, get it checked out as soon as possible. Being stuck on the side of the road is annoying at the best of times, but breaking down in freezing conditions is not only uncomfortable it can also be dangerous.

IAM RoadSmart Chief Examiner Richard Gladman said:

"Autumn and winter can bring difficult driving conditions with heavy rain, strong winds, frosty mornings and snow. Preparation is key to avoiding a dangerous situation whilst driving in bad weather. Don't rely on the performance of your car systems to get you out of trouble - allow time, create a safe space, make sure you have good visibility, and carry the right equipment. If conditions are extreme remember the best advice is not to travel."

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I'd like to add a few comments.

At this time of year the sun can be very bright and low in the sky so it is equally important to make sure the inside of your windscreen is clear as a film can build up over the summer months. Make sure the entire windscreen on the inside is clear.

Once again I'd recommend a heated windscreen. If you ever buy a new car that has one as an option go for it especially if you cannot keep your car in a garage. You may have to scarp the ice of every other window but within a couple of minutes of operating the heated windscreen you'll have a completely clear front screen. It can also be used to help demist the inside of the windscreen.

As an alternative to Winter tyres fit All Season Tyres. They can be left on all year round and you don't have to find space to store a second set of wheels/tyres.

# And Finally.....

Here's one to bring back memories of a certain TV commercial.

A man took his girlfriend into an expensive seafood restaurant to impress her. It was one of those places where all the food is in tanks around the walls so that you can tell the food is fresh. After much deliberation he asked the waiter for squid. "Certainly, sir" replied the waiter. "The only thing is, we've only got green squid today, and it's a rather expensive variety. Is that all right?" Not wanting to appear mean, the man agreed.

The waiter took the last squid out of the tank, and took it to the kitchen. In the kitchen, Jervaise the chef was in one of his moods. "Sorry, my love, I just can't bear to kill another of those poor little creatures. Do it yourself,"

The waiter said it wasn't his job and stormed out of the kitchen. Jervaise turned to the burly German, Hans, who was washing up. "Come on dear, a big hunky man like you can do it:" So Hans walked up to the table with the cleaver. He raised the cleaver to kill the squid, and was about to bring it down, when he noticed a little tear running down the squid's face. He tried again, but this time he notices how human the poor little squid looked – it even had a little furry moustache just like his own. He just couldn't kill it.

**MORAL:** Hans that do dishes can be soft as Jervaise, with mild green, hairy lip squid.

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## This Month's Teaser

The front cover picture shows a sundial with a Latin inscription "Tempus Edax" but what does that mean?

## Last Month's Teaser

Last month I asked "We all use this item but what is the origin of the name WD40 and what was it originally used for?". It stands for Water Displacement 40th Formula and was originally used to protect the outer skin of the Atlas missile from rust and corrosion. Contrary to popular belief it is not a lubricant.

## Your Committee

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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.