

ARE WE THERE YET?

Mid Yorkshire Advanced Motorists Newsletter

February 2025

iam
Roadsmart

Group Number 4178
Registered Charity Number 1053843





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Cover Photo – Looking towards the Shibden Valley from Queensbury

We don't need reminding of the snow we had at the beginning of January but here is the view from Queensbury at the head of the Shibden Valley. Fortunately it all melted away within a few days.

Forthcoming Gatherings and Events

**Monday 3rd
February 2025
8pm**

MYAM Social Evening
The Routemaster Part 3
Graham Crawshaw

Birkenshaw Liberal Club
10 Croft Street
Birkenshaw, BD11 2HT

**Monday 3rd
March 2025
8pm**

MYAM Social Meeting
Phill Shaw
IAM 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.

We hope to make our February social meeting available to our members via Zoom. You can join the meeting on Monday 3rd February 2025 at 8pm by one of the following methods;-

[https://us06web.zoom.us/j/87458827717?pwd=8UuC2XHROJK1OwyEQVsO0pDs1GT
ELG.1](https://us06web.zoom.us/j/87458827717?pwd=8UuC2XHROJK1OwyEQVsO0pDs1GT
ELG.1)



Scan the QR code

Or <https://tinyurl.com/25hmyraq>

Or open Zoom and enter the following

Meeting ID: 874 5882 7717

Passcode: 408115

Please note that this is still a trial run for Zoom at our social meetings and may be subject to issues but please bear with us as we perfect the technique.

We would appreciate any feedback, both positive and negative, from any member who does attend via Zoom.

From The Editor

The two things in life that are certain that are often quoted are death and taxes. I have been trying to find out what the VED rate for my car, first registered in May 2017, will be when I come to renew its tax this year. Looking on the internet it would appear to be an easy task but every website I've looked at so far just gives the VED rates for new cars. These websites also imply that the VED for my car will be £190. But that's what it increased to last year, the tax reminder had it down as £180 but it's always been the previous year's rate on the reminder. I guess I'll have to wait until I have to tax it to find out how much I'll have to pay.

One good thing, in my opinion, that is happening is that electric cars will be taxed for the first time from 1st April. If the government wants us all to drive EVs then they must be taxed. If they are not think of all the money the government would lose and how would we fund the roads? And what about the loss of revenue from fuel tax. Would electricity for charging EVs have to be subjected to additional tax? Perhaps they should be taxed according to their weight and the damage to the road they can cause, see the article later in the newsletter.

Once again we are hoping to use Zoom to allow more members to "attend" our social meeting in February. We have high hopes for using Zoom in this way but, as has been said before, these meetings are a little experimental at present but once we have perfected the procedure it is possible that most of the social meetings will be available this way. If you have any experience of using Zoom, or any similar system, in this way we would you appreciate any information you have by contacting either Paul or myself.

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

Andy Chadwick, Ian Green, Diane Lancashire, Colin Sykes

Congratulations

On passing the Advanced Test

No passes notified this month
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I used to wake up to this view when I lived in North Wales

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 or scan the QR code.

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

The 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.

UK To Introduce Digital Driving Licences To 'Transform Public Services'

The UK is to introduce digital driving licences this year as the government looks to use technology to “transform public services”.

The digital version of driving licences will be available in a virtual wallet in a government app, instead of being added to existing Google or Apple wallets. It could be accepted as a form of ID when voting, purchasing alcohol or boarding domestic flights.

While physical licences will still be issued and the new digital identities will not be mandatory, the government has said the move is part of their commitment to use technology to “make people’s lives easier and transform public services”. A government spokesperson said: “Technology now makes it possible for digital identities to be more secure than physical ones, but we remain clear that they will not be made mandatory.”

The virtual wallet is understood to have security measures similar to many banking apps, and only owners of respective licences will be able to access it through inbuilt security features in smartphones, such as biometrics and multi-factor authentication. The voluntary digital option is to be introduced later this year, according to the Times. Possible features include allowing users to hide their addresses in certain situations, such as in bars or shops, and using virtual licences for age verification at supermarket self-checkouts.

The government is said to be considering integrating other services into the app, such as tax payments, benefits claims and other forms of identification such as national insurance numbers, but will stop short of introducing compulsory national ID cards, which were pushed for by former prime minister Tony Blair and William Hague. At the time, privacy campaign group Big Brother Watch called the potential move “one of the biggest assaults on privacy ever seen in the UK”.

Nearly 50 million Britons have either a provisional or full driving licence. Similar initiatives already exist in Australia, Denmark, Iceland and Norway. And by 2026, the European Union is requiring member states to develop at least one form of official digital identity, which could then be accepted across the bloc.

Yorkshire Pathfinder

The Easter Pathfinder course will run from the 7th - 11th April at Rufforth Airfield near York.

A great initiative for 15 - 17 year olds to learn how to handle a car safely in a controlled environment.

Please look at under17driver.co.uk



Students of the Pathfinder Initiative have been statistically proven to be much less likely to be involved in an accident, and are more advanced drivers.

For more information, contact Ian Goring on 07988 740274.

Tesla Seized In Manchester

Last month I mentioned the problems encountered when someone tried to bring a Tesla Cybertruck to the UK. I found the following item on the internet about another Cybertruck.

A Tesla Cybertruck that was prohibited from driving in the UK has been seized after unlawfully driving in Whitefield, Greater Manchester. Officers from the Greater Manchester Police Transport Unit stopped the Cybertruck, which a permanent UK resident was driving, after it was found that the vehicle was registered and insured abroad – making it prohibited to drive here.

Posted to Bury Police's Facebook page, the statement said 'legitimate concerns exist around the safety of other road users or pedestrians if they were involved in a collision with a Cybertruck.'

It added that the Tesla 'does not hold a certificate of conformity'. As a result, the Cybertruck was seized under S165 of the Road Traffic Act which gives police the ability to seize vehicles driven without a licence or insurance. The driver was also reported.

Electric Cars Are Heavy — And Researchers Want Them Taxed

Electric cars shouldn't be exempt from vehicle taxes, argue British researchers. Instead, they propose that taxes be based on vehicle weight.

According to Car Magazine, Professor Felix Leach and Senior Researcher Nick Molden suggest that a weight-based tax would better reflect a vehicle's overall environmental impact compared to the current CO₂ emission-focused systems.

In their new book, *Critical Mass*, Leach and Molden explain that heavier vehicles, including electric cars, have a greater impact on greenhouse gas emissions, air pollution, road wear, and safety risks. "The weight of the car is a surprisingly good average indicator of total emissions, including greenhouse gases, air pollution, noise, safety, and impact on infrastructure," the researchers write.

Leach and Molden propose a straightforward formula: multiply a car's curb weight by the distance it's driven annually. This would provide a more accurate measure of the car's overall climate impact and could be used to calculate vehicle taxes.

While electric cars produce no CO₂ during driving, their production, especially of the batteries, generates significant emissions. Moreover, electric cars are typically 40% heavier than their gasoline or diesel counterparts due to the larger batteries required.

This added weight not only increases material use but also causes more wear and tear on roads and tyres.

Encouraging Lighter Cars and Less Driving

A weight-based tax could incentivize consumers to choose lighter vehicles and drive less. "For example, buying a car that is 150 kilograms lighter than average could save around 800 kroner (approximately £57) annually," the researchers estimate. A similar saving could also be achieved by driving 1,600 kilometres less per year. However, for most people, opting for a lighter car is more realistic than significantly reducing driving distances.

Addressing the Limits of the Current System

The researchers argue that a weight tax would create a fairer system, where all cars—electric, gasoline, and diesel—are taxed according to their overall environmental impact. The current system, which primarily considers CO₂ emissions, favours electric cars, even though their production and weight-related impacts are significant. A weight-based tax would factor in production-related emissions and the strain heavier vehicles place on

infrastructure and the environment, creating a more balanced approach to sustainable transportation.

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Electric Cars More Prone To Flat Tyres

A new study from Norway reveals that electric cars are more prone to flat tyres than their gasoline or diesel counterparts.

Conducted by the Norwegian Automobile Association (NAF), the study found that nearly 30% of all roadside assistance calls for electric cars were due to flat tyres, compared to only 11% for gasoline and diesel vehicles.

NAF points to three primary reasons why electric cars are more vulnerable to punctures:

1) Weight:

Electric cars are heavier than gasoline cars due to their large batteries. This additional weight increases pressure on the tyres, making them more susceptible to punctures.

2) Tyre Type:

Many electric cars are equipped with low-profile tyres, which have larger rims and less tread. While these tyres contribute to a sleek, modern appearance, they are more vulnerable to sharp objects on the road.

3) Driving Patterns:

Electric cars are frequently used in urban areas, where the likelihood of encountering hazards like broken glass and metal debris is higher.

Additionally, many electric vehicles lack a spare tyre, leaving drivers reliant on repair kits or foam. But many are unsure how to use these tools effectively, leading to an increase in roadside assistance calls.

Ferry Companies Ban Onboard EV Charging

British drivers heading abroad on holiday could find themselves in a difficult situation as a growing number of ferry companies ban the use of electric vehicles on board.

With Britons looking to escape the cold temperatures and short hours of sunlight, motorists may look to head to the continent on holiday. However, motorists with electric cars could find themselves stuck if they cannot take a ferry as companies take steps to ban EVs over fire safety fears.

In 2010, DFDS, a popular ferry operator around Europe, banned the use of electric vehicle chargers on board ferries following a fire on the MS Pearl of Scandinavia. A spokesperson for the company said the decision was being made for "safety reasons". According to the Copenhagen Post, the fire was caused by a short circuit in an extension cable connected to a socket on the dock. Drivers are also banned from charging electric vehicles onboard Caledonian MacBrayne (CalMac) ferries.

Last year, a directive from the Greek Ministry of the Merchant Navy outlined that electric vehicles on board ferries should not have more than 40 per cent charge before driving on a ferry. This follows a study by the European Maritime Safety Agency (EMSA) which states that if an electric vehicle has a charge lower than 30 per cent, the rate of thermal runaway is dramatically reduced. It adds: "In general, EVs should have displayed SoC values within the respective 20 per cent - 50 per cent charge range. Vehicles showing only a Full to Empty measurement gauge should have a level indicating within the 20 per cent - 50 per cent charge range. Vehicles which can be set into a 'transport mode', which run on a 'power down' modus throughout the logistics chain, must have sufficient battery power to safely operate the basic functions of the vehicle. "All hybrids with the possibility to drive on the ICE with the electric mode disengaged, should do so."

The "Guidance for AFVs carriage in ro-ro spaces" report states that a 20 per cent charge limitation is recommended to ensure minimum basic driving and operation of the vehicle. This will also cover dwell time at the port, vessel load, discharge operations and enough charge to travel to an EV charging facility near the port. A 2022 report from the Swedish Civil Contingencies Agency (MSB) shows that electric vehicles are 20 times less likely to result in fires. The data reported that there have been just 23 EV fire incidents, representing just 0.004 per cent of Sweden's total fleet of 611,000 electric cars. In comparison, there have been 34,000 fires from the 4.4 million petrol and diesel cars – or 0.08 per cent.

Festive fail? Just one in five would buy a personalised number plate as a Christmas present

Tens of thousands of pounds have already been spent on personalised number plates this year – but a new survey reveals that just 19% would buy one as a Christmas present for their loved ones.

According to the DVLA, the most spent on a private plate this year is £80,000 for L1 BYA on black Mercedes Benz registered in 2023. The most spent on a number plate last year was H1 NDU costing £112,010.

The owner of a brown Lamborghini makes no apologies having paid almost £60,000 for 2 FU, which appears to be a spinoff of the notorious FU 2 plate. This plate was owned by Hanna Smart of Big Top Circus and previously owned by Soho nightclub owner Paul Raymond, whose girlfriend, the actress and glamour model Fiona Richmond, had the plate on her pastel yellow E-type Jaguar.

Meanwhile, the owner of 1968 green Porsche shows no signs of falling out of love with their motor, shelling out £42,000 for 911 FUN. This was followed closely by the owner of a ten-year-old black Land Rover that paid £40,000 for KUR 1D, as a proud nod to Kurdistan. The data was requested through a Freedom of Information request by Britain's leading road safety charity IAM RoadSmart.

Despite the sums many are willing to shell out on their own choice of personal number plate, it is unlikely that others can expect it as a gift wrapped up under the Christmas tree, after a survey of 2,000 IAM RoadSmart members revealed that just 19% would buy a personalised plate as a Christmas present.

Only 27% admitted to owning a personalised plate. Two thirds (64%) said they were a waste of money, and nearly half (49%) thought that they were pretentious. A minority – 14% - were concerned they would be too easily identified by other road users, and 28% thought they looked tacky.

A spokesperson for IAM RoadSmart said: "The results appear to show that a personalised number plate is a very individual choice, which is perhaps why they're not topping the Christmas present list. Not only that, but the most sought-after cost tens of thousands of pounds and may be out of reach to many. Nevertheless, they can be a fun expression of individuality, or even an investment for the astute buyer. So, if you do get one for Christmas, think of yourself as one of the lucky few!"

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OK so both myself and Caroline have personalised number plates on our cars as do several MYAM members. I blame my brother! He bought one many years ago when he bought a new car and now both he and his wife and his children have personal number plates. One advantage is that you don't have to remember a new number when you change car. Just transfer the number and Bob's your father's brother.

When I first transferred my number to a new car I had to go to the Leeds DVLA office and it took around 6 weeks to get the paperwork which actually arrived on the day I was due to pick up the new car. Now it's all done on line and the paperwork is delivered electronically very quickly.



How it used to be. The Leicester Group MDU at a show in 1990

And Finally.....



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This Month's Teaser

With which registration letter did the DVLA start selling personal registration numbers from the then "current" series?

Last Month's Teaser

Last month I asked "What is the name of the Michelin man? He's called Bibendum."

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.