

ARE WE THERE YET?

Mid Yorkshire Advanced Motorists Newsletter

February 2024



Group Number 4178
Registered Charity Number 1053843





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Cover Photo – Beeston Castle

Beeston Castle is a former Royal castle in Beeston, Cheshire, England, perched on a rocky sandstone crag 350 feet above the Cheshire Plain. It was built in the 1220s by Ranulf de Blondville, 6th Earl of Chester, on his return from the Crusades.

Forthcoming Gatherings and Events

**Monday 5th
February 2024
8pm**

MYAM Social Evening
Ian Goring – The
Pathfinder project

Birkenshaw Liberal Club
10 Croft Street
Birkenshaw, BD11 2HT

**Saturday 10th
February 2024
10am**

Observer Forum

Holiday Inn
Wakefield/Leeds

**Monday 4th
March 2024
8pm**

MYAM Social Evening
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.

Did you spot the error in last month’s newsletter? I’d added instead of subtracting a day to the March social meeting because it’s a leap year. One member spotted the error which I’ve now corrected in the Gatherings above and just to make sure I’m repeating the meeting dates for 2024. Apologies for any confusion caused.

Just to confirm, our social meetings are held on the first Monday of the month unless it is a bank holiday.

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Social Meeting Dates for 2024

The confirmed dates for our social meetings at the Birkenshaw Liberal Club are:-

February 5th	March 4th	April 8th	May 13th	June 3rd
July 1st	September 2nd	October 7th	November 4th	December 2nd

From the Editor

I was about to search for an item to fill a space to complete the newsletter when I received an email from Lesley Pollard about the forthcoming Pathfinder event in April. This neatly filled the space so you are spared one of my old photos – for the time being. As you will see on the next page the Pathfinder team are looking for volunteers to help out at the April event. Having visited a previous event I have seen the enthusiasm and the skills of the youngsters driving round the various courses, usually in their parent's car. The parents value the course as it gives the young drivers a head start when it comes to driving lessons. They also may need fewer driving lessons before taking their driving test and the statistics indicate they have fewer accidents in the years immediately following their driving test. Should you be thinking of helping out and need more information please contact Ian Goring on the phone numbers or email address on the next page. Alternatively you could attend our next social meeting when Ian will be our speaker. I hope the course is still running when my grandchildren are ready for starting driving but that won't be for a few years.

Also in this issue are the results from the member survey and thank you to all those who responded appreciating the newsletter. It is also interesting to note that there is interest in organising driving events. When we were members of the Leicester group they organised treasure hunts and skid pan visits. The latter were well attended and very useful especially in the car where the ABS could be switched off which showed how the system can help in adverse road conditions. I'd definitely recommend a session on a skid pan to any driver.

If you do have any ideas or suggestions for either speakers for our social meetings or for driving events please let the committee know.

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

Leo Best, Alana Cordan, Damian McGrath,
Jacob Stapleton, Harry Storton

Congratulations

On passing the Advanced Test

No new passes this month

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Pathfinder Course 2nd - 6th April 2024

Marshalls are needed for our next Pathfinder course please at Tockwith airport (YO26 7DW).

Someone able to move the cones about, with help and supervision, as the course is changed during the week for various road layouts.

Teas/coffees and lunch provided...good company and lots of fresh air!

If you could help for a day or even longer please contact -
Ian Goring on –

01904 700489

07988 740274

ian.goring@btinternet.com

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](https://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.

How To Pass a Road Gritter Without Damaging Your Car

I found this on the internet which may be useful advice.

British roads are often coated with grit during the winter months to improve grip and reduce the risk of accidents.

Gritting trucks travel slowly and you will probably need to overtake them at some point. But does passing a road gritter inevitably mean stone chips and damage to your vehicle?

Road grit is not actual 'grit'. Years ago, it was a mix of sand, small stones and salt, but rock salt is now used instead. This is softer and less likely to cause damage than stones. The sound you hear is often the 'splatter' of salt, rather than the impact of tiny rocks.

Some local authorities use a product called Thawrox. This is a mixture of rock salt and a food-grade agricultural by-product produced in the sugar refining process. The manufacturer says it offers a smoother flow with less binding, so the spread pattern is more efficient. It also bounces less when it hits the road surface, so the spread rate can be reduced – also helping lessen the risk of damage to passing cars.

The most efficient speed for gritting a road is between 40mph and 50mph. Gritters try to stick to this speed, even on motorways. On three-lane carriageways, gritters will drive in the middle lane, so all three lanes can be treated equally.

Usually, when a gritter is spreading salt, its amber lights will be flashing as a warning to other road users. Salt spreading is automated and adjusted by speed. When the gritter stops, it will cease spreading salt until it moves again. The equipment at the rear contains an 'agitator' to ensure the salt is spread as evenly as possible.

The best way to pass a road gritter is to minimise your time exposed to danger. In this case, it's the spray of salt from the rear of the vehicle. Hang back, out of the way of the road grit, then swiftly overtake when it is safe and clear.

Your objective should be to minimise the clattering noise you hear. If you're on a single carriageway, leave a clear distance until you pass. On a motorway, do the same, but without 'lane-hogging'.

On four-lane motorways, gritters will often travel in the second lane. Experienced drivers will travel in the fourth lane with a second car in the third lane acting as a 'shield' between them and the road gritter. It's very satisfying when you manage it...

Meet The Committee

Ken Newton, Associate Co-ordinator



I am a widower with a daughter and 2 grandchildren. I spent my working life in the health service and as an honorary university lecturer. I still work at covid clinics and give occasional lectures to medical students.

I went to an open day in Wakefield and met the Wakefield group in summer 1987, then joined a course in autumn of the same year. In December, I took and passed my advanced driving test (cars). At the start of 1988, I was asked to become an observer, which I did and continued for several years. I was also vice chairman of the group. The high pressure of work took over and I became an inactive member of the group.

In 2019, I retrained as a local, then later as a national observer. I also participate in the training of young drivers (under 17s) on the Pathfinder course. I currently am on the MYAM committee as associate co-ordinator.

Chris Marrison – Chief Observer



I'm retired, married with a grown up daughter. I have been an IAM Observer since 1986 having first undertaken advanced driving training with South Yorkshire Police a few years earlier.

Following a re-location to West Yorkshire in 1992, I joined what was then Wakefield Advanced Motorists (WAM) where I held a number of driver training roles until work commitments took over in 2010. I continued as a Group Observer for both WAM & subsequently MYAM until my retirement in 2020. In 2021 I was approached to take over the role of MYAM Chief Observer which is where I find myself today.

In addition to MYAM, I am a Trustee for a pension scheme along with undertaking various local community roles including a de-fib co-ordinator for the village I live in.

Bob Rowles



I live in Addingham with my wife, Betty, and a ginger cat, Charlie. I have two married sons who live well away from us.

I was introduced to Advanced Driving when I was taught to drive by a Bristol traffic cop. He asked me to study a type-written document titled The System of Car Control as used by the Metropolitan Police. I recognised it again when I bought a copy of Roadcraft.

I didn't join IAM until 1983 when I went to an event organised by the Huddersfield group. Having passed the Advanced Driving Test, I was invited to become an observer. I was told that having just passed the Advanced Driving Test, I knew what the examiner wanted. Observer training was much simpler in those days!

When the Dewsbury & Batley group was formed I transferred from Huddersfield and was given the membership number "13" in the new group. This might explain some of the things that have happened since then. I served on the Dewsbury committee as member and chairman until I moved to Addingham in 1996 and joined Skipton & Craven.

I intended to be an ordinary member and observer in Skipton but someone told them about my previous experience and I was coerced into joining the committee. Eventually I became chairman.

When a vacancy occurred on IAM's National Groups Committee, I persuaded the Skipton Committee to nominate me for the position. This gave me a seat on the IAM Council to represent the North of England and North Wales. I had to resign from the group committee although I continued to observe.

After two and a half years, the National Groups Committee was dissolved which meant that I no longer sat on the IAM Council and I went back to the Skipton committee. My successor as group chairman promptly resigned and told me that the chair was mine again.

I remained as group chairman until the Skipton Chief Observer resigned. I was appointed as Chief Observer in his place and gave up the chair. When the Skipton committee felt that the group was no longer viable, the membership was transferred to MYAM. At this point I joined the MYAM committee and I continue to look after the observers in the former Skipton & Craven area.

Problems with “Green” Buses

You may have seen on the local TV news that, following a £2 million refit to reduce the level of nitrogen dioxide, hundreds of Sheffield’s buses still do not meet the emissions standards to be able to run inside the city’s clean air zone.

The reason given is that the exhausts do not reach the required temperature for the catalytic reduction technology retrofitted to the city’s diesel buses to work effectively, mainly because the buses have to stop regularly in built up areas of the city. The question I’d ask is “Was any investigation into the requirements required to fit the system to the buses done before fitting the system by consulting the bus manufacturer?”

Does this mean that the bus operators have to pay the charges for the clean air zone?

In London one of the bus operators has withdrawn its fleet of electric buses after an electric double decker bus caught fire. This measure is a “precaution” while the company conducts an investigation into the incident. It took three fire engines and 15 firefighters to put the fire out. The fire brigade imposed a 25m cordon and closed roads during the rush hour.

There was also another incident in London where a hybrid bus caught fire and recently a third electric bus caught fire at a garage in Putney.

With increasing electrification will we be seeing more incidents of this type? Fires in electric vehicles are low but there are fewer electric vehicles than petrol and diesel vehicles. Will the number of fires increase as more electric vehicles appear on our roads?

One possible solution is the use of hydrogen as a fuel. This can be used in conjunction with a fuel cell to power the electric motor. Hydrogen can be produced by electrolysis of water which breaks down the water into hydrogen and oxygen. Provided the electricity comes from a “green” source, the process can be environmentally friendly.

Alternatively it has reported that vast quantities of underground hydrogen have been found which could power our transport system for years but there could be problems in transporting the gas. We shall have to wait and see.

MYAM Member Survey Results

You may recall that towards the end of last year we issued a member survey. We have had 47 responses from our 220 Full Members. This is a good response rate for this sort of survey, so thank you very much to all of you who took the time to respond.

A brief summary of the responses and the Committee's initial thoughts on consequent actions is set out below.

If anyone has any questions or can help implement any changes, then please contact me myam.secretary@outlook.com.

- Almost everyone who responded was over 50
 - This reflects our general demographic but highlights that we desperately need younger members.
 - We have recently appointed a Younger Members representative to the Committee (Lewis Wetherill).
- Very high readership and appreciation of the newsletter/request for more knowledge about Committee members.
 - The Newsletter editor is constantly looking at ways to enhance the newsletter design etc.
 - We are running a series of "Meet the Committee / Observers" articles.
- Recommendations are best way to get new members
 - We are considering a 'recommend a friend' promotion.
- We could do more online – particularly the MYAM website and Facebook
 - We have been without a 'webmaster' for some time now. If anyone is interested then please contact me (myam.secretary@outlook.com). No significant web experience is required!
 - We are looking at our use of Facebook alongside other social media platforms like X/Twitter, TikTok and Instagram.
- The time and location of Social Meetings seem inconvenient for some members
 - We moved the location of our social meetings around 18 months ago.
 - We are analysing attendee records before and after the move to see if it has helped attendance.

- More speakers at social evenings with a ‘driving’ focus
 - The Committee and specifically our Speaker Secretary (Sally Lawrence) is currently planning for 2024 and beyond with this in mind. If you have further ideas, or a specific speaker then please let Sally know. Some initial ideas include:
 - More ‘Drive Talking’ type evenings.
 - Talks on members’ car ‘history’ or road trips that they have done.
 - Practicalities of running an electric car.
 - Anyone who has worked for a car manufacturer with stories about particular models.
 - Discussion on the difference the between the Advanced Driving Test and the Masters Test.
 - Comparison of Roadcraft / Advanced Driving Test from 10/20/30 years ago with now.

- There seems to be some demand for MYAM to organise driving events
 - The Committee is considering the possibility/practicalities of such events e.g.:
 - Skid pans.
 - Treasure hunts.
 - Track days.
 - Sunday skill checks.
 - If you have any further ideas and specifically can assist in organising events then please let us know.

Paul Macro
Secretary and Vice-Chairman

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Tesla Electric Vehicles Left Abandoned After Freezing Temperatures Drain Batteries

Winter storms and freezing temperatures have battered the United States over the last week and drivers in Chicago woke to find their Tesla electric vehicles frozen forcing some motorists to abandon their vehicles in the -18°C weather.

Some drivers explained how charging times ranged from 45 minutes to two hours, forcing many to queue in the cold temperatures and potentially lose battery before even reaching a charger.

IAM RoadSmart welcomes publication of headlight glare report

Responding to an IAM RoadSmart backed report into headlight glare, Director of Policy and Standards Nicholas Lyes said: "Drivers are increasingly telling us they are concerned by modern headlights and some are now even limiting the amount of time they spend driving during darkness to avoid glare. Being dazzled by a headlight has a worrying impact on road safety and we need policymakers to take this matter seriously."

Baroness Hayter said:

The Group's first interaction with Ministers led them to say: No problem here, no evidence of deaths or serious injuries. Since then, the public have reached out to tell us they disagree, and that many are stopping driving at night, with 8 out of 10 drivers surveyed wanting action to reduce glare. We know other countries share our concern, with drivers demanding action. Government needs to heed the call for action and be on the side of road safety. The Highway Code states "You must not use any lights in a way which would dazzle other road users" a requirement breached on every road every night."

Rod Dennis of RAC said:

A large majority of drivers we surveyed tell us they find the dazzling nature of some car headlights makes driving difficult, if not unsafe. While current regulations governing vehicle headlights are agreed at an international level, we think the whole topic warrants more focus from the Government. There is a good argument for independent research to be commissioned that gets to the root causes of headlight glare so that the problem so many drivers face can be tackled."

Dr John Lincoln of LightAware, the Report's lead author, said:

Many modern headlights are incompatible with dark-adapted human eyesight - particularly for older drivers. They are too bright, too blue and are blinding over too long a distance. Regulation is required to cut the risk of accidents and reduce driver fatigue."

And Finally.....

Road inspection team. We've checked this one and its fine, no action needed.



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This Month's Teaser

According to DVLA how much was paid for the most expensive private number plate sold by auction in 2023?

Last Month's Teaser

Last month I asked "The day of the week that January 1st falls on determines the pattern of the days and dates for the rest of the year but how many different day/date patterns are there?" There are seven patterns for normal years and seven for leap years making fourteen different day/date patterns.

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.