

ARE WE THERE YET?



Mid Yorkshire Advanced Motorists Newsletter

July 2021

iam
RoadSmart

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** **Social Media**
- Page 7** **Directions to the Carlton Social Club**
- Page 8** **Letters to the Editor**
- Page 10** **Pathfinder Yorkshire....is back!!**
- Page 11** **IAM News Releases and Tips**
None for the road – Myths of drink driving
- Page 13** **Car Servicing**
- Page 15** **And Finally.....**
This Month's Teaser and the Answer to Last Month's Teaser
- Page 16** **Your Committee Contact Details**



Cover Photo – The Kelpies

One of two statues of shape shifting water spirits designed by sculptor Andy Scott. Completed in 2013 they stand next to a new extension to the Falkirk and Clyde canal.

Photo taken by Les Plumb

Forthcoming Gatherings and Events

Because of the Covid-19 situation the committee has been following government guidelines and has cancelled the skill check meetings, and the social and committee meetings at the Carlton Club. The safety of our members is paramount, therefore additionally we will not be attending any events, such as car shows, until next year at the earliest.

We were planning to hold the AGM in May, as we would in a normal year, but at the recent committee meeting it was decided to postpone it until 4th October when we hope to be able to hold it at the Carlton Club but if this is not possible we will hold it by video conference as we did last year.

Should we be able to hold the AGM at the Carlton Club we would need to ensure we have a quorum of full members present. With this in mind could you let us know if you plan to attend the AGM at the Carlton Club, should we be able to hold there, by email to either myself, the secretary or the chairman at the addresses shown on page 16. As with previous AGMs held at the Carlton Club we will be providing a buffet following the AGM.

We will inform members of the resumption of the social and skill check meetings via the newsletter, and our Facebook and website pages.

.....



In the last newsletter the picture of our cherry tree also included the new bird table. We do get some strange birds feeding on it including this four legged bushy tailed variety who finds it much easier to access the peanuts than before when the container was hanging from the tree!

.....

I'm getting totally fed up with people whinging about the prices of things. £1.25 for a tea, £1.75 for a coffee, £2 for a slice of cake and £2.50 for car parking. Any more complaints and I will stop inviting my friends round to my house!

From the Editor

We finally made it, a trip outside this area down to Birmingham to visit my brother and I had a ride in his Morgan but be warned there is an art to getting in and out of a Morgan which I have yet to master! We had planned to make the trip at Christmas so our exchange of presents was delayed by about 6 months. You may remember one of last year's covers was a picture of his two MGBs at Tanworth in Arden. Having taken a number of photos that day I had one of them printed as large framed picture. Had he been able to come up to visit us last year as planned I was going to present him with a couple of problems, where to put it in his house and, assuming he was coming up in the Morgan, how to get it home. The Morgan is not exactly known for its luggage carrying ability.

Just as I was writing this the lifting of restrictions has been delayed for another four weeks. I get the impression that the government are better at predicting a new surge in Covid cases as all they have to do is announce when restrictions are to be lifted and that is when the new surge will occur. However one thing they have got right is the vaccination programme. We appear to be one of the countries with the highest percentage of its population having been fully vaccinated. Is it pure coincidence that the mid July lifting of restrictions is when they were saying that all adults would have been either fully vaccinated or offered a vaccine?

At least now there is the real possibility that we will soon be able to move about more freely.

Following the passing of our dog Gina last year we now have a new puppy. It's been a long wait but we are in for a busy time training him and, once he's had all the necessary injections, introducing him to Caroline's parent's dogs and our daughter's overactive spaniel. As she has recently started back at work following her maternity leave we are also looking after our two grandsons. No peace for the wicked! Who said retirement was an easy life.

Keith

.....

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

Faisal Ahmad, Lucas Barizia, Kevin Chadwick,
Alan King, Hedley Price, Susan Smith

Congratulations

On passing the Advanced Test

Sue Lumley - Observer George Tickle

.....



Is it a race or just a parade of steam powered vehicles?

Spotted at a steam and classic car show in the Lake District back in 2006.

Social Media

Do you use social media on a regular basis? Are you familiar with setting up and running social media accounts? If so you could be just the person we are looking for. As you may know MYAM has a presence on Facebook and we are looking for someone to look after our account and to keep our website up to date. If you think you can help us please let either our chairman Janice or secretary Paul know at the addresses on page 16.

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.



FACEBOOK provides details of events and local news. Go and visit www.facebook.com/midyorkshireiam and like our page.

How about inviting a few of your Facebook friends to like our page too. It helps getting our name out there.

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.

Letters to The Editor

How Smart?

There is a rather polarised discussion at present about Smart motorways. It is not really something I intend to take sides on, rather a point on which I shall try to persuade you to be observant, as of course advanced drivers should be, and to consider how you might view what you see. One cannot but sympathise with those who have lost relatives and friends because of what they see as the outcome of removal of the hard shoulder. Equally their thinking should be contrasted with the authority view that smart motorways actually work and there are fewer casualties overall. The polarised views come from entirely different experiences. However, it is worth remembering that on all motorways the hard shoulder is recognised as a very dangerous place to be. The advice is to abandon the car and get yourself behind the safety barrier, well away from the carriageway, and await help. A very high proportion of motorway deaths occur on the hard shoulder.

At the start of our release from containment, I managed a few days away in the south west. The journey entailed the M1, A42, M42 and the M5, with 'smart' stretches and traditional stretches of motorway. Whilst riding as the passenger, I was able to observe some curious anomalies. There were parts with two, three and four lanes, with and without a hard shoulder. There were parts with and without a barrier on the left side. There were emergency refuges on both smart and normal parts of the road. Quite a mixture, but let us just concentrate on the left hand side of the road.

There is always a solid white line on the left edge of the extreme left running lane, and in the absence of a hard shoulder, as best I could judge from a moving car, the line is 2 to 3 feet from the edge of the tarmac surface. Beyond the tarmac edge, there was then another 2 to 3 feet of grass or gravel in front of the safety barrier. That represents between 4 and 6 feet of space so that a disabled car tight against the barrier could be largely or even wholly out of the running lane. Behind the barrier, there was often space to suggest that, if the barrier were a little further from the carriageway, a stationary vehicle might easily be clear of the passing traffic. It wouldn't necessarily stop collisions, but it really should alleviate the problem to some extent.

Furthermore, the safety barrier on the left is not continuous, but tends to protect things you wouldn't want to hit, such as the mighty concrete bases of gantry signs, but also lesser obstructions like sign mounts or control boxes. To move the barrier backwards, such lesser roadside obstructions could also be moved backwards in many cases, perhaps cantilevered out from the post to keep a sign visible. Yet the fact that the barrier is not continuous means that a driver unfortunate enough to break down could possibly get his car clear of the traffic where there are gaps, many of which are certainly long enough to be useful. It might avoid a stationary vehicle waiting to be hit from behind even if it was unable to

make it to the next emergency refuge. There remains the problem of repair or recovery, but surely the danger to human life would be less.

Allied to the provision of a workable, rapid system to identify emergency situations and initiate a suitable response, would not a few such simple alterations be helpful and at a reasonable cost? The authority response to reinstating the hard shoulder everywhere is generally one of unacceptable land cost, but with a little imagination a partial solution may be available.

Finally, for those readers familiar with the road, consider the A42/M42 between the M1 and Birmingham. My management asked me what the difference between the M42 and A42 was. Both are two lane carriageways in both directions. Both have junctions where access and egress is only by slip road. There is no other style of junction. Both lengths of road appear more or less the same, with the one exception, the crucial difference, that the M42 has a hard shoulder and the A42 does not. Yet that implies that the A42 is more akin to a smart motorway, and nobody is creating a fuss about similar breakdown related accident problems on that road, nor the many others of similar design around the country. They have lay-bys, which can serve much the same as the emergency refuges on motorways. They have rather more access to a grass verge area, making it easier to get a vehicle out of the left hand lane. Is a similar solution not widely feasible on the so called smart motorways? Is there a traffic engineer out there who can point out the fallacy in my thinking, if there is one?

And, most importantly, is it not time we dropped the catchy 'Smart' motorway moniker, perhaps reverting to the original 'Managed' motorway name? Like 'Smart' phones and smart everything else, the brilliant new solution doesn't always work quite as intended. Coupled with, however delivered, a little more diligence and practical ability from the managers of managed motorways, the system may yet prove as successful as was promised.

Mallard

Thanks for that response Mallard. Shortly after the last newsletter was published we went down to visit my brother who lives in the original Hollywood just outside Birmingham. This involved travelling on the M1 and M42. A significant part of these two motorways are "Managed Motorways" and the journey gave me an opportunity to see the how the two motorways differ in their implementation of the management systems.

As has been said the refuge areas are significantly closer on the M42 certainly less than half a mile apart. Those on the M1 are at least a mile apart. However there was one thing that struck me, certainly on the return journey, and that was that there are large stretches of the M1 which have no hard shoulder but there are no overhead gantries. This led me to

wonder how on earth would a broken down vehicle be detected on these stretches of the motorway. Is this a case of the bean counters having the last say?

I have only had to stop three times on the hard shoulder because of a problem with the car. The first was in one night in 1975 when the fan belt on my Mini decided to disintegrate on the M1. Stopping next to a phone on the hard shoulder I called for assistance and a breakdown company came along and for £10 replaced the fan belt. The second time was on the M6 when the carburettor of my XR2 iced up causing me to struggle to do 40mph in 3rd gear. I was about to call the RAC when I succeeded in starting it (I was actually on my way to the garage to get the fault sorted) and the third time was when I had a rear tyre blowout in lane 3 of the M69 on my way to work. I managed to cross to the hard shoulder and parking the car with just enough tarmac available to use the jack and I managed to change the wheel in about 5 minutes and I wasn't late for work! However it was quite unnerving with lorries rushing past.

Ed

Pathfinder Yorkshire....is back!!

Pathfinder is a wonderful initiative set up by the Under17 Car Club for youngsters 15-17 years old to get behind the wheel and be coached in a safe environment, have a look at under17driver.co.uk to find out more about it.

This year's courses will be run on the 16-20th August and 25th-29th October both at Tockwith Motorsport Centre, York.

Coached by IAM RoadSmart Observers it really is a chance to instill good safe driving from the start.

Car control, awareness, observation, powdery checks, peer pressure, safety and much more are all covered.

The course is supported by Safer Roads Humber and costs £185 plus bursaries are available, courtesy of MYAM.

A parent or guardian accompanies the student all the way through in their own vehicle with all Pathfinder staff DBS checked and with any Covid compliant measures in place that are needed at the time.

Any more information is available from Ian Goring, Course Coordinator, on 07988 740274 or ian.goring@btinternet.com

Bookings and info at under17driver.co.uk

None for the road – Myths of drink driving

Did you know that any amount of alcohol can take you over the limit? It varies from person to person due to age, weight, gender, and metabolism. It also depends on type of alcohol, time of day, hydration, and fatigue levels.

Can you honestly say you are aware of all facts and fiction? Can you therefore make an informed, sensible decision? If in any doubt stick to #Nonefortheroad, read on to find out why this is our recommendation.

Here are the facts you need to consider. While Drink Driving casualties have dropped over the last few years, they still resulted in nearly 8700 people being killed or injured in 2018. Think before you take out your vehicle not just the day of drinking but the next 24 hours. Rather than think before you drink, before you drive; think before every trip.

Richard Gladman, Head of Driving & Riding Standards & Product Development at IAM RoadSmart dispels some of the myths and highlights the lasting effects: -

The morning after – it's not just the night before that you need to be sensible about and plan. When you get up the next day you'll need to know if you're fit to drive. Do you know how long it takes before alcohol is at a low enough level for you to drive? There is a calculator [here](#) (for England and Wales) and [here](#) (for Scotland), but rather than wait until the next morning, have a look now, you will probably be shocked! Every drop counts and if you don't count the alcohol, you'll be counting the cost!

One for the road – even just one drink can put you over the limit. One large glass of wine 250ml (13%) means you need to wait 4 ½ hours before getting behind the wheel. A small one 125ml (15%) is 3 hours. Think about this if you have a lunchtime tippie.

A cheeky G&T single 35ml (37.5%) will take 2 ½ hours to absorb with a double 70ml meaning you need to wait 4 hours. That means you'll need to avoid your vehicle for 3 to 4 hours before you can consider approaching it let alone driving. After those 4 hours you'll be OK, only time counts to absorb that alcohol! Any less and you'll risk the safety of yourself, others and your licence.

All pints are not equal – a pint of Lager - Tetley's (3.6%) will require 3 hours from the second you finish to clear your system. Guinness/Stout (4.1%) 3 ½ hours and Carlsberg Special Brew Super Strength 500ml (9%) a 5 ½ hour stint!

Cocktails as you should expect, are easy to drink but have longer lasting effects. Mojito 176ml (11.7%), Margarita 87.5ml (34.3%), Long Island Iced Tea 80ml (31.5%), Sex on the beach 225ml (11.4%) or a Pina Colada 200ml (10%) take 3-4 hours. If you're indulging in 2 for 1 then, double the time it's going to take to recover! Don't forget alcohol is accurately measured in an establishment as they will be counting the cost. Home measures can be more generous and even more lethal.

Anything left in the car? It's not just driving while drunk you can get caught for. Being 'in-charge' of a vehicle extends to having the keys, collecting items from the car, and is not limited to sitting in the driver's seat with the engine running. Leave the keys and the vehicle at home! Why take the chance of having to explain your intentions to the court.

Time is the key. Nothing else works, you should never rely on any other method. Showering, sleeping, copious amounts of coffee and even eating won't suffice. The only thing that counts is time. That's time from the last drop drunk to it working out of your system.

Eating is a myth - Eating food won't help you absorb alcohol faster; in fact, it can slow it down. Alcohol is absorbed into the body via the small intestine, not the stomach. So, if you've eaten it will take LONGER for the alcohol to reach your intestine. While, eating a kebab or pizza AFTER a night out drinking won't soak up the alcohol consumed, eating a meal prior to, or alongside drinking, slows the rate in which the alcohol is absorbed. You might therefore feel better, not get drunk as easily but it doesn't help with the time factor. That required four-hour time limit could increase to six before you can get back behind the wheel.

Long last effects – The hangover might be done in a day but the effects of getting caught will last years. A drink driving endorsement DR10 will remain on your licence for up to 11 years. That's drive or attempt to drive. 1 in 9 drivers are caught the morning after, for failing a breath test.

While there are legal limits, these differ from England to Scotland. Crossing the border to Scotland from England or Wales changes the limits. Measured in micrograms per 100 millilitres; (Blood is milligrammes per 100 millilitres as is urine) the limits are:

Breath is 35 lowering to 22 for Scotland: Blood 80 lowering to 50 for Scotland and Urine 107 dropping to 67 for Scotland.

Penalty points – it's more than the points. A drink driving positive test will lead to a conviction, imprisonment and a ban. It's also a criminal offence so you'll have a criminal record which may prohibit you from travel to certain countries. This applies to the USA.

Travel restrictions – Drunk in charge of a vehicle (remember that’s not limited to driving) could lead to 3-month imprisonment, a £2,500 fine, and a ban. Drink Driving means an unlimited fine and 6-month sentence plus a driving ban of 1 to 3 years. Refusing to provide a specimen or sample you won’t get away with. Causing death while under the influence has the heaviest penalty, as you would expect, of up to 14 years in prison, a two-year ban, unlimited fine and you’ll have to reapply for your licence. The impact on your conscience will no doubt last for a lot longer.

A sobering thought for all? This is why IAM RoadSmart encourage NONE for the road. The facts will hopefully burst the fiction bubble.

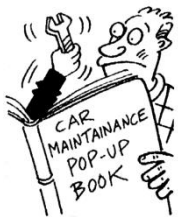
It’s a complicated process if you consider all of the above. If you’ve had one too many, will you remember what you’ve drunk? Can you make a true calculation before getting behind the wheel? Rather than worrying about how much you can have, think about how long it takes to work out of your system and don’t drink if you must drive. That means from the last drop until the second you approach the vehicle. It could be even longer than 12 hours if you have more than one glass or pint.

Stick to #Nonefortheroad!

.....

Car Servicing

Do you do any of your own car servicing or do you take the easy, but expensive, route and take it to a garage. I guess it depends on whether you have the necessary tools and the confidence to do the job.



Haldane

When I got my first car back in 1975 I’d had some experience of car mechanics and electrics having helped my brother rewire his first car but for the first couple of years of ownership I took it to the garage I’d bought it from to have it serviced. I had however added few features to the car as the original Mini was fairly basic. I’d added a radio, electronic ignition, reversing lights, rear fog lights, an electric screen washer and intermittent wipers. Although I used the garage for servicing I did some fault finding and repairs myself, replacing the temperature sender and replacing the brushes on the

alternator when it failed on a trip to North Wales and having to drive to Birmingham on the battery.

Two years later I returned to university and having less income I started looking after the car myself. I’d started acquiring various tools and increasing confidence to tackle many of the jobs myself. The Mini failed its second MOT because one of the front suspension ball

joints needed replacing. Now many of my friends had cars and between us we reckoned we could do the job ourselves. It took us about three hours using a lot of improvisation to remove and replace the faulty joint. In subsequent years just before the MOT I had to check and usually replace one or more of the ball joints but eventually managed it by myself in half an hour. Having kept all the parts from previous years I'd choose the best parts, fit them, then go round all the grease nipples (remember them?) and re-grease them all in an attempt to fool the tester into thinking that the car had been fully serviced.

One major job I did myself was to decoke the engine, removing the cylinder head, cleaning all the accumulated deposits from the valves and putting it all back together and it still worked.

Some jobs on the car I got a garage to do. It's a case of did I feel confident to do the job or did it need specialist tools which I didn't have.

My next car, an 1100 Fiesta, was still under warranty for the 3 years I had it so it was garage serviced throughout the time I had it but its replacement, a Fiesta XR2, for which I had the 3 year extended warranty and it needed it as it had to have an oversize valve and ultimately a new camshaft fitted under the warranty. Both the Fiestas had numerous faults which were covered by the warranty and miraculously after the warranty on the XR2 expired I had very few faults and I started servicing it myself. Every February I'd get a set of sparkplugs, two oil filters and an air filter plus a can of oil ready for a minor oil change service and a full service over the next 12 months. It was relatively easy to do the service but the hardest part was removing the old oil filter which was at the back of the engine.

Having done many short journeys in the XR2 I decided that I should decoke the engine and successfully carried out that job over a couple of days. This where I discovered where 50 stone gorillas worked, they tightened the cylinder head bolts on the Ford production line. One at each end of a T bar and swing it round to tighten the bolts. I also discovered a design flaw on the engine. After torqueing down the 10 head bolts you run the engine then re-torque the bolts. This is fine for 9 of the bolts but the tenth bolt is under the thermostat housing which has to be removed, full of hot water, to re-torque the last bolt.

After the XR2, and with a family to look after, my next car, an Escort estate, was almost exclusively serviced by the garage although I did fit electric rear windows to it and replace the glow plugs and fuel cut off valve. Cars by then were getting more complex requiring tools that I didn't have and I was earning enough to be able to afford to take them to the garage. However I still take an interest and will investigate any fault before taking it to a garage and there's always the back up of call out the RAC. Fortunately, in spite of being more complex, cars now are more reliable than back in 1975 when I started car ownership.

Keith

And Finally.....

William Shakespeare Has Died.

In what has been described as a comedy of errors, a newsreader on the Argentinian TV Canal 26 reported that William Shakespeare “one of the most important writers in the English language” had died five months after receiving the Covid vaccine.

In a case of mistaken identity she had confused the playwright, who died in 1516, with Bill Shakespeare who had been the second person in the UK to receive the Pfizer vaccine and coincidentally lived in Warwickshire. He died from a stroke at the end of May unrelated to the vaccination.

As may be expected social media went wild with one Twitter user commenting

“Such a fuss over William Shakespeare’s death, but they didn’t mention that he was in such a bad way that he hadn’t produced a hit in centuries. Overrated.”

.....

This Month’s Teaser



I spotted this on a recent outing with the grandchildren but where do you think I was when I took the picture?

Last Month’s Teaser

Last month I asked “In which city was the car electrical supplier Joseph Lucas founded. The answer is my home town of Birmingham.

Your Committee

Chairman	Janice Haigh		myam.chairman(at)outlook.com
Secretary	Paul Macro		myam.secretary(at)outlook.com
Treasurer	Rosie Bricis	07579 965029	myam.treasurer(at)outlook.com
Membership Secretary	Graham Crawshaw	0113 314 9969	myam.membership(at)outlook.com
Youth Liaison	David Speight		
Speaker Secretary	David Speight		
Events Manager	Alan Jones	07714 444595	alan.j909(at)btinternet.com
Website	Position vacant		myam.webmaster(at)outlook.com
Newsletter Editor	Keith Wevill	01274 815281	myam.newsletter(at)outlook.com
Chief Observer	Chris Marrison	07798 822935	myam.chiefobserver@outlook.com
GDPR Manager	David Rockliff		

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.

URGENT REQUEST

David Speight has taken on the role of Speaker Secretary but we still need a minutes secretary for our committee meetings and someone to look after the Website. Please contact any member of the committee if you are interested in any of these positions.