

# ARE WE THERE YET?



Mid Yorkshire Advanced Motorists Newsletter

July 2024

**iam**  
RoadSmart

Group Number 4178  
Registered Charity Number 1053843





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### **Cover Photo – Snowdon Mountain Railway**

The railway was first proposed in 1869 following the construction of a rail line from Bangor to Llanberis but there were objections to the railway. However in 1894 construction of the narrow gauge railway up the mountain began and 14 months later the line opened to passengers.

## Forthcoming Gatherings and Events

<b>Monday 1st July 2024 8pm</b>	<b>MYAM Social Meeting The Yorkshire Air Ambulance</b>	Birkenshaw Liberal Club 10 Croft Street Birkenshaw, BD11 2HT
<b>Friday 5th July 2024 3pm – 9:30pm</b>	<b>Thornes Park Classic Car Show</b>	Thornes Park Horbury Road Wakefield WF2 8QD
<b>Saturday 20th July 2024 10am – 4pm</b>	<b>Wetherby Classic Car Show</b>	Wetherby RUFC Grange Park Sports Club Old Boston Road Wetherby LS22 5NB
<b>Sunday 4th August 2024 9:30am - 5:30pm</b>	<b>MG Classic Car Show</b>	Nidderdale Show Ground Pateley Bridge Harrogate HG3 5BD
<b>Monday 2nd September 2024 8pm</b>	<b>MYAM Social Meeting TBA</b>	Birkenshaw Liberal Club

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

Please note there is no Social meeting in August. See next month's newsletter for details of the September meeting.

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

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

## **From the Editor**

It's been MOT time in our house and I received an MOT reminder from a garage I normally use for tyres. It said your MOT is due on 2nd June. The trouble was I received the reminder on 10th June! However we'd already had MOTs on both cars done early in May. In case you didn't realise you can have your MOT done up to four weeks before the previous one expires. If you do this the new MOT will be valid from the date of the expiry of the previous test, assuming it passes. I always do a check of the simpler things such as lights, windscreen wipers, seat belts and tyre tread depth. These are things that can easily be rectified if a fault is found. I also try to do a longish journey before the MOT in an attempt to improve the emissions. Not sure if it works but it's worth a try.

We have a few outings planned over the next few months including one or two classic car shows so there may be a few front cover pictures from those trips. If you have any pictures, portrait preferred, you think would be suitable for the front cover please send them to me.

With the forthcoming General Election coverage I think the BBC should change the theme tune for their election programmes. Currently, or at least for the previous election coverage, it has been a Rick Wakeman track. I'd suggest they change it to The Who track Won't Get Fooled Again!

**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

**Peter Cresswell, Thomas James, Jane Lack,  
Anshuman Sengupta, Ravi Takhar, Armon Williams**

# Congratulations

**On passing the Advanced Test**

**Mufleha Ahmed - Observer Chris Tomes**

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## **Damaged Electric Car Battery**

I recently saw a video report of a Canadian driver who had bought an electric car costing 55,000 dollars. On one journey he ran over something in the road, heard a thud from under the car but carried on to his destination as nothing appeared to be wrong. On his return home he thought he'd get it checked by his garage just in case. The garage checked the car and found that the spacing between the battery and its protective cover was not the specified distance. Because of that they said the battery had been damaged and would need replacing. The cost, a mere 61,000 dollars. They also said it wasn't covered by the battery warranty. Because of this cost he decided to make a claim on his insurance but, because of the cost of the replacement battery, the insurance company wrote off the car which was around a year old.

I can see this becoming more common in the future and with the currently reported slow down in sales of secondhand electric cars the state of the battery could be an important factor as a battery will slowly deteriorate if left on a garage forecourt without being regularly charged.

# 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.



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

**Group Telephone number is 0113 314 9969**

## **Data Protection – Privacy Notice (GDPR)**

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

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

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

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

# Directions to the Birkenshaw Liberal Club

10 Croft Street, Birkenshaw, Bradford, BD11 2HT



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



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



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

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

Our meetings are held in the function room.

# June Meeting - Vision Zero

Have you heard of the West Yorkshire Vision Zero? I'll admit I hadn't but Helen Kilner, our speaker for the June meeting, was here to tell us all about it. Helen is the Road Safety Education Officer at Wakefield Council. Her role is to develop the education of children in this area and raise the profile of road safety education in keeping children safe. As part of her presentation Helen showed us several video clips which highlighted many of the problems which have to be addressed to reduce the number of deaths from road accidents.



Vision Zero originated in Sweden in the late 1990s and can be summarised as **Instead of accepting these incidents as inevitable accidents, Vision Zero states, "it can never be ethically acceptable that people are killed or seriously injured when moving within the road transport system"**. In Scandinavia the targets are a 50% reduction in road deaths by 2030 and zero by 2040.

This is to be achieved by using a Safe System which acknowledges that people do make mistakes which may lead to crashes but it is the responsibility of those who plan the traffic environment as well as road users to make sure that those mistakes do not result in serious harm.

The Safe System has five "pillars" of action - **Safe Road Users/Behaviours, Safe Speeds, Safe Roads, Safe Vehicles and Post-collision Response**. These work together so that if a mistake is made the other parts of the system work together to avert a tragedy. Helen explained that these involved educating road users, encouraging responsible driving behaviour, creating safer streets, promoting vehicles with modern safety devices such as ABS and supporting victims and families following a collision.

The West Yorkshire Vision Zero will be launched at Lister Park/Cartwright Hall in Bradford on Tuesday 13th August 2024.



Vision Zero also has a presence on Social Media and a website

**Twitter** – [www.twitter.com/visionzerow](http://www.twitter.com/visionzerow)

**Facebook** – [www.facebook.com/visionzerow](http://www.facebook.com/visionzerow)

**Instagram** – [www.instagram.com/visionzerow](http://www.instagram.com/visionzerow)

[Vision Zero - West Yorkshire Combined Authority \(westyorks-ca.gov.uk\)](http://www.westyorks-ca.gov.uk)

## **Toyota Shuns Electric Cars With New Generation Of Combustion Engines**

Toyota is to develop a new generation of petrol-fuelled internal combustion engines, in the carmaker's latest bet against electric vehicles.

In a joint press conference with Mazda and Subaru, the Japanese company unveiled prototype engines that it said would be smaller, more efficient and capable of burning eco-friendly fuels such as hydrogen.

It said the engine is designed to be used in tandem with a battery-powered electric motor and is expected to be deployed in future hybrid and plug-in cars.

Koji Sato, Toyota's chief executive, said the decision underlined Toyota's plan to cultivate "diverse options to ensure reductions in CO<sub>2</sub> emissions".

Under its "multipathway" strategy, the company has been slower than some rivals to embrace electric vehicles (EVs) and has stressed the need for alternatives to be considered as well, such as hybrids, hydrogen fuel cell cars, synthetic fuels and other low-carbon technologies.

Akio Toyoda, the carmaker's chairman, in January warned "the enemy is CO<sub>2</sub>" and that EVs were unlikely to ever capture more than one third of the global market due to infrastructure constraints.

Their chief executive Mr Sato echoed those comments, saying: "To become carbon neutral, what's most important is to reduce emissions."

"What we need is an engine that can efficiently use various types of fuel."

"The engine can't survive in its current form. It needs to change."

## Deciding to Change Careers - Part 2

### My Driving Test

The day of reckoning had come, it was time for me to put everything into practice. An hour before my test we took the bus out to make sure it was working properly and I was ready. We even named the thing “Bruce” for good luck. Half way through we decided to stop and take a breather and discuss and tips and techniques I may need. After this we jumped back in but to my dismay when I went to start Bruce back up I got nothing, not even a light on the dash! This was obviously bad news as my driving test was just 30 minutes away! We tried once? Twice? Three times? And we got nothing. It was at this point Debbie, my trainer, decided to try something. We isolated and unisolated the fuel and the battery and pressed the battery boost button. We must have been sat with fingers and toes crossed because it worked and our battered old bus roared into life, and away we went back the depot for my test.

Arriving at the test centre I met with my examiner, an ex bus driver who works for us as a DVSA examiner. He explained how long the test would be and how many “manoeuvres” we would be carrying out. These include, stopping in a safe place as if you were parking for a while, uphill start, downhill start and stopping at a bus stop.

My test itself was surprisingly uneventful however I did pick up 5 minors for small things. The first one was I went too wide around a roundabout and took more space than I needed. This was because I wasn’t watching my offside mirror carefully enough, the next was two minors for hitting low hanging trees, even though we were in a single deck bus the test route didn’t overlap another bus route so the trees hadn’t been nicely trimmed by the larger double decks. Me and the examiner chalked this up to inexperience and I was therefore awarded with two minors. The next came on my way back to the depot where at a set of lights I let my bus edge into a cycle box while I was waiting for a car in front to proceed. This one was a lucky escape as if the light turned red that would have been an instant fail. The final driving fault came when I saw a pedestrian making a swift move while hidden behind a parked car for a zebra crossing. I anticipated them crossing but for some reason didn’t slow down this caused me to have to brake harshly and I picked up another fault for this.

Once back at the depot I was blessed with the news that I had passed and was awarded with my pass certificate.

## **Electric Bus Training**

Now comes the interesting bit if you are an electric vehicle enthusiast.

We are lucky enough to have just sold on our fleet of old rough and ready 02 to 04 plate Wright bodied Eclipses and Geminis. We decided that rather than replacing them with new diesel buses we would purchase a fleet of new “leccy” buses as we call them. Because of this we had to be trained on how to drive them due to them having cameras instead of mirrors and a new start up procedure.

The buses we have are Weight GB kites and Wright Electro liner double deck buses.

The single deck electric buses can be identified with a massive battery pack sat on the roof of the vehicle. This allows a range of up to 250 miles and a charging time of 2.5 hours. This is what I did my EV training on.

This was a vastly different experience compared to the old diesels as the drive was incredibly smooth and quiet. It was also nice to have access to air con as it was a very humid day.

The biggest adjustment was not having traditional glass mirrors, the GB Kites are fitted with an external camera system with screens that are both within the cab and assault screen. They are even fitted with a handy blind spot camera on both sides. This makes driving through the city centre with sometimes suicidal cyclists and pedestrians who are adamant they want to occupy your blind spots and come up the side of you when you are turning much easier to spot. This drastically improves pedestrian and cyclist safety and is an absolute godsend.

One thing you do need to be careful of is the speed that the EVs can accelerate at. This is nice when you have all seated passengers or an empty bus as it allows you to take gaps at roundabouts or in traffic that you otherwise wouldn't be able to. Where it can pose a risk is when you have standing passengers or elderly passengers when they are walking up and down the saloon. Other than this it is just like driving a very quiet and smooth bus.

**Lewis Wetherill**

# Meet the Committee

## Graham Crawshaw (MYAM Membership Secretary)



A native of Huddersfield I have lived in Ripon, North Yorkshire for most of the last 44 years so am the most northerly member of MYAM. Having seen the Harrogate Group caravan in Ripon in 1997 I decided that as I was doing up to 50,000 miles a year that I need someone to let me know my driving was up to standard.

Having left the University of Leeds in 1975 with a degree in Chemistry I joined British Steel on Teesside eventually moving into the role of Technical Training Officer before leaving in 1979 to join GEC Traction in Trafford Park, only spending one year there before joining Tilcon Ltd. in Harrogate in 1980 in the Extractives and Mineral Processing (including road surfacing) industry initially as a Training Officer and then Customer Services Manager for concrete operations in Stockport for eight months before returning to work in Harrogate.

After acquisition by Anglo American plc in 1996 I became Personnel Manager for the north of England and then Training Manager for the north of England and Scotland. I was made redundant in 2005 but quickly joined the Mineral Products Qualification Council (MPQC), the equivalent of the City and Guilds organisation in other industries, where I was responsible for writing the standards for mobile plant and fixed plant operators in the industry as well as writing the guidance books on blasting operations in quarries in close association with the Quarries Inspectorate of the HSE.

Made redundant (again!) in 2015 I set up my own business (Comtrass Limited - Competence through Training and Assessment) and currently undertake blasting audits for two companies in the UK and also assess technicians testing construction materials such as aggregate, asphalt and concrete for their Vocational Qualifications but I am due to fully retire in November 2024.

I have always been interested in road transport for as long as I can remember, particularly in the period 1945 to 1975. Having already given two talks on Routemaster buses to the Group with the final part due in 2025 I give talks on other bus and coach related subjects to other organisations. I am a Committee Member of the Omnibus Society - North Western and Yorkshire Group as well as a member of the PSV Circle and the Harrogate Transport Touring Group as well as being the Membership Secretary of MYAM since 2021. I have co-authored and proof read a book on Huddersfield Corporation buses, trams and trolleybuses due to be published in July 2024.

## Banish the pollen blues with these top tips from IAM RoadSmart

Hay fever season is in full swing, and there is nothing worse than battling through the day constantly sneezing with a runny nose, headache, and itchy eyes, especially when driving. According to the Met Office, one in five people is affected by hay fever. So, what can you do if you are affected during the high pollen season?

### **Be a dust-buster.**

Keep your car clear of pollen and dust by vacuuming the carpets and seats. If you have air conditioning in your vehicle, check to see if there is a pollen filter available. If you already have one installed, does it need replacing? If you regularly drive in very polluted cities or rural areas with lots of pollen or park your car near a lot of trees, you may need to change yours more often.

### **Shut the windows.**

This may sound obvious, but closing your windows and setting your air conditioning to recycle will reduce pollen in your car. Don't forget to give your vents a good blow to clear out any dust that's stored inside, but don't do it for too long as it can make the car very stuffy and cause condensation.

### **Take non-drowsy medication.**

Taking the right medicine is vital. It is a criminal offence to drive while unfit due to drugs; this includes both illegal and legally prescribed over-the-counter medication. If you have bought over-the-counter hay fever medication, check the information leaflet that comes with it to ensure you are safe to drive, or you can find more information [here](#).

### **Get shady.**

Wearing sunglasses can help. A pair of shades will stop pollen particles from getting near your eyes and causing irritation. You can also put a dab of Vaseline around your nostrils to trap pollen.

### **Check the pollen forecast.**

Plan by checking the pollen count, particularly during the warmer months. You can find the latest on the Met Office website. Of course, if hay fever grips you so badly that you can barely function, it's best to leave your car keys at home and try to get around by

alternative modes of transport or by getting lifts from other kind people. For more information on hay fever symptoms, check out the NHS website.

Richard Gladman, IAM RoadSmart's Chief Examiner, says, "Before setting off on your journey, you should check that you are fit to drive or ride. Although hay fever does not need to be reported to the DVLA, it is your responsibility to check if you are fit to drive if you are experiencing symptoms; failure to do so can result in prosecution. If you cause an accident due to sneezing or other hay fever symptoms such as drowsiness, you can be fined and receive penalty points for careless driving. If the accident is serious the consequences could be even worse."

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## **Electric Vehicles 'Three Times' More Likely To Hit Pedestrians And 'Pose Greater Risks' Than Petrol And Diesel**

Electric cars are more likely to cause harm to a pedestrian than petrol or diesel vehicles, according to a major new study.

The British Medical Journal detailed how electric cars are three times more dangerous than vehicles with an internal combustion engine on urban roads.

The study highlighted how EVs are more hazardous to pedestrians, due to being quieter and are twice as likely to be involved in a collision.

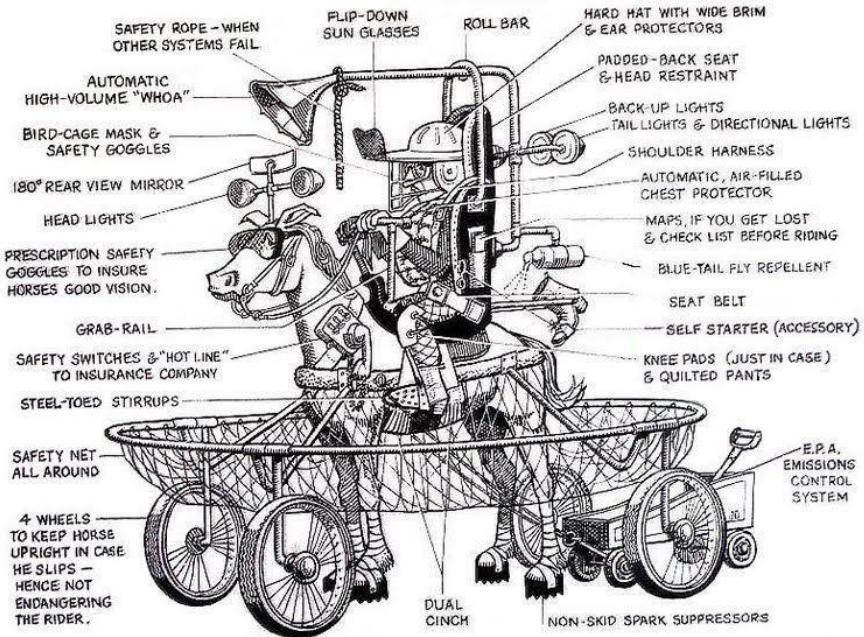
Between 2013 and 2017, pedestrians were more at risk of being hit by an electric or hybrid-electric car than by a petrol or diesel car.

Because electric vehicles are almost silent when they are on the road, pedestrians may be less aware of their presence. The research explained that pedestrians usually hear traffic approaching and take care to avoid any collision, although this can be more difficult if they "do not hear" electric vehicles.

The study, which monitored millions of traffic incidences over the four-year period, explained that electric and hybrid vehicles "pose a greater risk" to pedestrians than vehicles powered by petrol or diesel in urban environments.

Phil Edwards, one of the authors of the BMJ study, said that electric cars are a "hazard" to pedestrians. He warned that the Government needs to "mitigate these risks" if they are going to phase out the sale of petrol and diesel cars, expected to take place in 2035.

# And Finally.....



**Cowboy after O.S.H.A. Inspection**

WESTERN TRAILERS CO.  
1234 S. Main St.  
Lubbock, TX 79401  
Phone: 1-800-555-1922












## This Month's Teaser

If everyone kept to the two second rule what would be the maximum capacity, in vehicles per hour, of a three lane motorway?

## Last Month's Teaser

Last month I asked "What is the shortest distance between Lands End, in Cornwall, and John O'Groats, in the north of Scotland when travelling on UK roads? According to Google maps it is 837miles.

## 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.