

# ARE WE THERE YET?



Mid Yorkshire Advanced Motorists Newsletter

June 2021

**iam**  
RoadSmart

Group Number 4178  
Registered Charity Number 1053843





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### **Cover Photo – Puffing Billy at the Beamish Museum**

Visit the Beamish Museum and take a ride at the astonishing speeds of up to 10mph on this replica locomotive. Built in 2005 it is one of the three replica locomotives to operate on the short length of track in the Pockerley area of the museum.

## Forthcoming Gatherings and Events

Because of the current Covid-19 situation the committee is following government guidelines and has cancelled the skill check meetings, and the social and committee meetings at the Carlton Club.

We were planning to hold the AGM in May, but at the recent committee meeting it was decided to postpone it until early 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 hope to be able to resume our social meetings in November but will have to be guided by the regulations current at the time.

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

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Last year one of the newsletter front cover pictures was the cherry tree in our back garden. Here it is again and if you look carefully you can see one of my many lockdown projects – a bird table.

## **From the Editor**

As I write this we are on the eve of Covid restrictions being eased but with news of the Indian variant of the virus. How this will affect the full lifting of restrictions is yet to be seen but we have to accept that this virus will be with us for the foreseeable future. I am amazed that the politicians appear to be surprised by the variants that keep appearing after all that is what nature does. Each generation of viruses, animals etc. is slightly different to the previous generation and some variations are more successful at reproducing than others and become more dominant. I suspect that we will have to have regular booster vaccinations in the future just as we have with the annual flu vaccination.

The committee are continuing to meet regularly by video conferencing but we are hoping to resume face to face meetings at the Carlton club as soon as we can resume regular social meetings. Although we have plans for social meetings for the remainder of this year we are looking for speakers for next year. Therefore do you have any requests or suggestions for speakers for next year? Let us know via the newsletter if you do.

**Keith**

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## **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.

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

No new associates this month

# Congratulations

On passing the Advanced Test

James Tuke passed with a F1rst

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## Petrol is Changing

You may not be aware that from summer this year the petrol we use in our cars is being changed from E5 to E10. What does this mean?

The E5 petrol we have been using for some time now contains 5% ethanol but in E10 petrol the ethanol content is increased to 10%. The ethanol is derived from renewable sources and is intended to reduce vehicle CO<sub>2</sub> emissions. Most petrol cars currently on the road are compatible with E10 fuel, certainly those manufactured since 2011 and most manufactured since the late 1990s are also compatible. One effect the inclusion of ethanol has, is on the rubber hoses in the fuel system where the fuel can degrade the hoses if they are not specifically designed for petrol with a higher ethanol content.

There is a compatibility checker available [E10 compatibility checker](#).

If you find your car is not compatible with E10 do not fear as E5 petrol will still be available from petrol stations where it is labelled as "Super" and labelled as E5. Should you have an incompatible car and inadvertently fill up with E10 fuel it shouldn't be a major problem, all you need to do is to fill up with E5 at the next fill up but prolonged use of E10 in an incompatible car may cause problems. However in a compatible car it is possible to mix E5 and E10.

There may be a small increase in fuel consumption (lower mpg), around 1% has been suggested, but this may not be noticeable in normal use.

For more information google E10 fuel or go to

[E10 petrol explained - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

# ***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.



**FACEBOOK** provides details of events and local news. Go and visit [www.facebook.com/midyorkshireiam](http://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)**

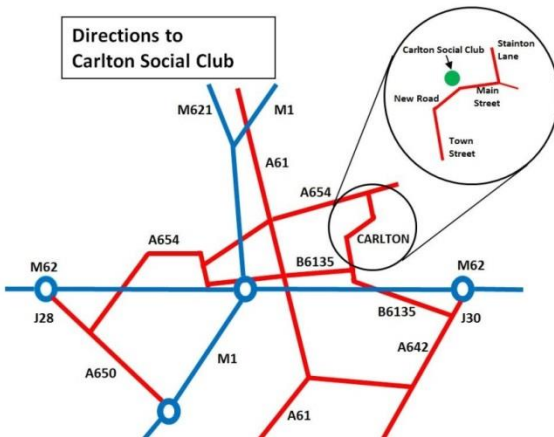
Mid Yorkshire Advanced Motorists (MYAM) is committed to looking after the information that it holds on behalf of its members in a way that complies with the General Data Protection Regulations (GDPR).

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.

# Directions to the Carlton Social Club

Main Street, Carlton, Wakefield WF3 3RW



From the M62 West leave at Junction 28 and take the A650 towards Wakefield. At the next set of traffic lights turn left onto the A654 toward Rothwell. Follow the A654, turning left in Thorpe on the Hill. Cross the A61 and continue into Carlton. Turn right into Stainton Lane then turn right into Main Street. The Social Club is on the right immediately after the Unicorn pub.

Take the next right, B6135, towards Lofthouse. Follow the B6135 under the M62 onto Ouzlewell Green towards Carlton and Rothwell. Follow the road past Carlton Primary School and the Social Club is on the left just before the Unicorn pub.

From the M62 East leave at junction 30 and take the A642 towards Wakefield.

There is a car park with overspill parking available on the grass area opposite the club.

# Letters to The Editor

**Dear Keith**

Just read Are We There Yet? and one point stood out for me.

3 Don't overtake cyclists into a loss of vision as the car towards would possibly cause you to move towards the cyclists. Look beyond the cyclist to develop your ability to get past....

I was cycling up Holme Moss (Woodhead Pass to Holmfirth direction) this morning. I could hear a car behind me. We came to a right hand curve, I was still in front and I couldn't see beyond the curve. The car overtook me before the curve.. so they couldn't see clear road and as its very steep, anything coming the other way would have been going pretty fast.

Lacking by the Olive-coloured Fiesta were; look, develop and ability.

Thanks for including the cyclists article.

**David Dawson**

## And a Couple Concerning Smart Motorways

**Dear Keith**

I fully agree with all that is said about the smart motorways in your findings but it prompts me to give you an idea that came to me when on one of these motorways, passing a broken down car.

Is it about time that all vehicles should be fitted with the modern LED irregular amber flashing warning lights dedicated to hazard warning. The type which some mobile plant, recovery trucks, emergency vehicles are increasingly fitted with?

I think that in today's traffic the use of indicator lights as Hazard Warning lights should be up graded to the ones above. To double up these indicator lights as warning lights was fine when cars moved from trafficators to flashing indicator lights but that was when traffic was light and the warning lights were novel so people noticed them. How often do you pass a vehicle which has hazard lights flashing but you can only see one on the offside so it looks like the vehicle is about to pull out rather than being stationary?

Vehicles stopped in live lanes need to have a better warning system to draw the attention of the on-coming driver of the hazard, using the amber indicator lights of today as hazard warning lights do not draw other driver's attention as they are low powered, dull and used on vehicles so often as indicator lights. A better hazard warning light is the modern LED



irregular flashing lights I mentioned above. It will not solve the problems of so called smart motorways but I think it may save a few lives if vehicles had such lights fitted and dedicated to Hazard Warning not as a cheap double up from indicator lights.

I would appreciate your comment on such an idea.

### **Bob Clay**

I have been involved with the building and maintenance of the road network in some way for other for all of my professional life, so it falls to me to provide some balance to the IAM response to the recent survey about (so called) Smart Motorways. Put simply, the IAM response does not give enough recognition to the benefits to the road user that come from the development of 'active traffic management' (ATM) systems on the motorway network. It should also be noted that the survey took place at a time when the levels of traffic are much lower than usual.

Despite all of the recent adverse press, the methods used to control the flow of motorway traffic have been with us since they were first installed on the M42 near Birmingham in 2006 – sixteen years ago! (The full list can be found on wiki.) The early schemes were called 'Managed Motorways' - some bright spark decided to change the name in 2013.

Highway Engineers have known for a long time that reducing the speed of traffic to 50 mph during roadworks (particularly with speed cameras) allows more traffic to flow through a section of road than would normally happen. A steady flow at a constant speed instead of vehicles with different speeds changing lanes and cutting in at junctions gives the average driver a more reliable time for their journey. The lower speeds also help to reduce the severity of any collisions. ('Journey Time Reliability' is one of the performance indicators that motorway managers are judged against.)

It must also be remembered that hard shoulders have NEVER been a safe place – ask any AA or RAC man who has to attend breakdowns. Statistical analysis by the (then) Transport Research Laboratory about twenty years ago found that a stationary vehicle had a 50% probability of being hit if it was on a hard shoulder for more than about 25 minutes. Refuges set well back from the running lanes reduce (but do not remove) that risk. Severe collisions also happen when vehicles hit the tail end of the traffic queues that form on the approach to busy motorway junctions. If you minimise congestion, you minimise the risk of that happening.

The detailed design of some of the schemes has not always worked. I have never been comfortable with the part-time (dynamic) hard shoulders and this approach is being dropped. A sign telling me to cross a solid white line just feels wrong! The frequency of refuges and cameras has also fallen victim to the process known as 'value engineering'. As with any public funded works, the accountants controlling the purse strings often win the

battle against the professional engineers who are charged with providing something that will be of value to the community. Additional refuges are now being constructed at a much higher cost than would have been the case if they were built as part of the original contract!

All this highway engineer asks is that next time you read a call for the return of hard shoulders please think about the traffic queues (and collisions) that will result. Would you really be happy in stationary traffic looking at mile upon mile of unused hard shoulder that was there 'just in case'?

**David Rockliff**

I think this concern over "Smart" motorways will be with us for some time. One of my concerns is with the technology used to detect broken down vehicles. Unfortunately I think it will take a major incident with high profile "celebrity" before a full enquiry into the issues is undertaken.

**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](http://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](mailto:ian.goring@btinternet.com)

Bookings and info at [under17driver.co.uk](http://under17driver.co.uk)

# Passing a horse safely

Now that lockdown restrictions are beginning to ease, the number of riders looking to take their horses out on the road is likely to increase. Horses are powerful animals and have extremely heightened senses, so passing them in a car or on a motorbike needs to be done safely to protect the horse, rider, and yourself.

Unfortunately, the [British Horse Society](#) has reported that nearly two horses are killed each week on UK roads. With that in mind, here are some tips from Richard Gladman, Head of Driving and Riding Standards at IAM RoadSmart, on how best to pass a horse safely.

If you're approaching a horse from behind:

1. Slow down and hold back. Make sure it's safe to approach and overtake. Stay at least three car lengths behind and be careful to not move into this space. Be prepared to slow down further or even stop to protect yourself and the horse and rider. Avoid any sudden movements and loud noises such as revving the engine and playing your music loudly.

Most riders, and occasionally their horses will be in hi-vis so you should see them and able to slow down in good time. Remember in the countryside they could be around any corner.

2. When passing the horse and rider make sure you give plenty of space. We recommend at least a car's width and ensure it's done slowly. Remember to always pass "wide and slow" and to stick to 15mph or under. Take a look at this video explaining it from the British Horse Society <https://www.youtube.com/watch?v=VJfZM41oUOE>
3. If you're on a country road and there's not much room to manoeuvre around the horse, the rider may decide to trot towards the nearest lay by or grass verge. Do not speed up to match their trot, stay back and allow the rider to get to safety before over taking.

4. Often when you see two riders side by side it is for safety reasons. This could be an inexperienced rider or nervous animal being coached along by a more experienced companion. Be patient as you might have to give them extra time and space.
5. Be gentle with acceleration to pass the horse and when moving away, consider a higher gear to reduce engine noise. Both rider and horse may both be inexperienced and nervous in traffic; do your bit to keep them safe.
6. If there are grass verges, many riders will take the option to move themselves up onto them and allow you to pass. Please continue to pass slowly as the noise of your engine can still spook the horse.

### **If a horse is approaching on the other side of the road:**

1. Slow down safely and consider putting on your hazard warning lights for anyone that may be behind you.
2. Be prepared to stop completely to allow the horse and rider to pass you safely, if it is safe to do so.

Richard Says “Horses are intelligent animals that may have anxieties just as we do, driving in a manner that allows the horse to stay calm and the rider to remain in control is the safest thing for all of us. A few moments out of your day to make sure everyone is safe is worthwhile. Riders are encouraged to take the BHS safety course and make sure they are well prepared. As drivers we can do our part by making sure we share the road space safely.”

If you see any incidents involving a horse and rider please contact the police with any information you have. You're also able to report an incident through this website: <https://www.bhs.org.uk/our-work/safety/report-an-incident>

## **Taking the Rural Road**

*In this week's blog 'Taking the Rural Road or Route', IAM RoadSmart member Denis Cartmel, who has made his career from teaching others to drive tractors safely, offers his insight into the world of driving agricultural vehicles and some of the key aspects other road users should be aware of.*

Members familiar with country roads will, by and large, have generated automatic recognition of the hazards they can present. But for those who do a high proportion of

their driving in urban areas or on major routes, tempers can become frayed and opinions heated when driver/rider and machine meet!

Tractors are often at the centre of this frustration - they're slow, drop mud on the road, often poorly lit day and night, they take up all the road and force us to reverse... Guilty on all counts!

### **They're slow.**

So how fast is a tractor allowed to travel on public roads? There are two distinct categories here, the conventional tractor and the high-speed tractor. High speed tractors, such as the JCB Fastrac and the Mercedes-Benz MB-Trac, can legally travel up to 40mph, while conventional tractors and other self-propelled machinery can travel up to 25mph. But note the word 'can' in both cases – lower limits may apply depending on what that tractor is pulling/carrying so don't be surprised if the tractor holding you up is doing 20mph, or even 12mph, that may be its limit.

Slow vehicles tend to mean traffic queues with frustrated drivers and riders therein. You may be surprised to know that some agricultural vehicle drivers have been prosecuted for creating unreasonable queues, but what exactly defines 'unreasonable'? In some countries the legal limit is 5 vehicles behind, while in the UK Rule 169 of the Highway Code states "Do not hold up a long queue of traffic, especially if you are driving a large or slow-moving vehicle... and if necessary, pull in where it is safe and let traffic pass." So why are drivers in the queue so keen to get by? One tip I'd offer is always allow extra time if you're driving or riding along a country road – you may find yourself stuck behind an agricultural vehicle who's struggling to find a safe passing place.

### **See, and be seen.**

Large farm vehicles offer limited rear-view vision, while tractor mirrors are often basic, vulnerable to being damaged, difficult to adjust and have a limited field of vision at best. It's best to assume the tractor driver can't see you if you're shaping up to overtake, especially if you are on a motorcycle, so allow for plenty of time to perform the manoeuvre and put plenty of space between you and the tractor.

Sadly, there are still many tractor drivers who, when wishing to turn right off a road, adopt the 'inch out' technique some way before the junction/field gate waiting for the sound of a horn, or vehicle alongside them. The haulage industry used to be plagued with this problem, but most haulage contractors have taken an important safety step – video cameras. When was the last time you saw a lorry without a rear-view camera? The more clued-up farmers have adopted this system, but they are in the minority (for now).

And remember, it may not be obvious that there is a junction, any gap in a hedge is a possible junction for an agricultural vehicle.

### **Let there be light.**

Of course, tractor drivers could indicate their intention in the approved manner, couldn't they? Sorry to say this is another aspect which often lets the side down. Road lighting is still an expensive extra on basic trailer equipment, and what's offered by manufacturers is often poor quality so doesn't last long. Add to that the mud, water and a host of corrosive liquids seeping onto the lights, and fragile bulb contacts within soon give up the fight!

While road lights may be little use to other road users, farm machinery does often use work lights to illuminate the unlit machine being towed or carried, and some of those are seriously bright LEDs. Again, as a driver or rider these can sometimes be a distraction that's worth preparing yourself for when driving on country roads.

### **Muddy roads**

For many agricultural vehicle drivers, the mud-on-road issue is difficult to avoid when coming off wet fields, and many farmers I know make some effort to at least warn other road users and often do some scraping/sweeping at intervals to reduce the risk. Much of the responsibility, though, rests on the shoulders of those 'other road users' and as all good drivers and riders know observation (see the mud) and anticipation (expect less grip) are key. Driving on country roads after a spell of wet weather should ring the alarm bells, while mud on the road without the wheel marks of other road traffic means the slow-moving culprit is not far ahead, anticipate!

So, from an agricultural machinery driver's perspective – "forgive our trespasses, please". We genuinely don't want to inconvenience you; we simply want to get out of your way - driving agricultural machinery on the road is rarely profitable!

If you'd like help driving on rural roads, or maybe you know somebody who does, our on-road module 'Driving on Country Roads' offers one-to-one coaching; giving you the confidence to handle all the different challenges a rural environment presents. [Click here to find out more.](#)

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The difference between stupidity and genius is that genius has its limits. (Einstein)

# And Finally.....

**WIFE:** "What would you do if I died? Would you get married again?"

**HUSBAND:** "Definitely not!"

**WIFE:** "Why not - don't you like being married?"

**HUSBAND:** "Of course I do."

**WIFE:** "Then why wouldn't you remarry?"

**HUSBAND:** "Okay, I'd get married again."

**WIFE:** "You would? (with a hurtful look on her face).

**HUSBAND:** (makes audible groan).

**WIFE:** "Would you live in our house?"

**HUSBAND:** "Sure, it's a great house."

**WIFE:** "Would you sleep with her in our bed?"

**HUSBAND:** "Where else would we sleep?"

**WIFE:** "Would you let her drive my car?"

**HUSBAND:** "Probably, it is almost new."

**WIFE:** "Would you replace my pictures with hers?"

**HUSBAND:** "That would seem like the proper thing to do."

**WIFE:** "Would she use my golf clubs?"

**HUSBAND:** "No, she's left-handed."

**WIFE:** - - - silence - - -

**HUSBAND:** "Sh.it."

## This Month's Teaser

The company formed by Joseph Lucas supplied electrical and other components to many vehicle manufacturers but in which city was the company founded?

## Last Month's Teaser

Last month I asked "Which film actor was reported to have entered a look-alike completion for himself and came 20th?" The answer is Charlie Chaplin.

# Your Committee

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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.**