

# ARE WE THERE YET?

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UNION OF SOUTH AFRICA

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Mid Yorkshire Advanced Motorists Newsletter

March 2022

A-4

HAYMARKET

**iam**  
RoadSmart

Group Number 4178  
Registered Charity Number 1053843





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### **Cover Photo – 60009 Union of South Africa**

Designed by Nigel Gresley and built in 1937 at Doncaster, Union of South Africa is one of 6 surviving A4 locomotives from the 35 built. In 1964 it hauled the last steam hauled train from Kings Cross. It has now been withdrawn from service due to boiler tube issues.

## Forthcoming Gatherings and Events

<b>Monday 7th March 8pm</b>	<b>Bridging the Gap Paul Haywood</b>	Carlton Social Club Main Street Carlton WF3 3RW
<b>Monday 4th April 8pm</b>	<b>My Life with Trams Tony Young</b>	Carlton Social Club
<b>Monday 9th May 8pm</b>	<b>MYAM AGM</b>	Carlton Social Club

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

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

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### March Meeting

#### **Bridging the Gap Paul Haywood**

Paul Haywood was born in Leeds and now lives near Skipton. For many years he has been fortunate enough to travel extensively for work and leisure (often by rail). During the course of these journeys, he has developed an interest in bridges and taken a large number of photographs illustrating the many styles and designs they represent.

“Bridging The Gap” is a (non-technical) pictorial guide to bridge designs and applications worldwide, representing the Old and the New, the Grand and the Mundane, the Famous and the Infamous.

We all use bridges, often without giving them a second glance or thought. However, without them we would be in serious trouble.

## From the Editor

Bad things happen in threes so they say and as I was preparing to work on the newsletter on the Sunday of the three consecutive storms I heard a drip, drip, drip. Water was dripping down into the shower in our bathroom through the fan vent. A look into the loft showed there was a small leak in the roof near the bathroom. A job for the insurance company. I checked in our conservatory for any leaks as we've had a few leaks in the past but all seemed well. Then our daughter rang. She was on her way back from a hen do in the North East and the tyre pressure monitor light had come on. What should she do? Fortunately she was close to one of her friend's houses so got off the A1M and called in to check the tyre. And yes there was a puncture. Fortunately she had a spare wheel and her friend's father fitted it. Two down what can go wrong next. I didn't have to wait long as I went into the conservatory and noticed another drip from the same place we had a problem last year. The conservatory is still under warranty so it's call the company to arrange for them to investigate where the leak is located. They thought they'd found it last year but it looks as if the rain is getting in somewhere else.

Of course the insurance company is closed on Sundays so Monday morning call them, or rather the brokers that arranged the insurance. For obvious reasons the insurance company is very busy so I have to email my claim request. Call the conservatory company who will send out someone in a week's time to investigate the leak. I'd also taken the precaution of taking photos of the leaks and a video of the new shower in the bathroom as it's almost certain that there will be no apparent leak when someone comes to investigate. That done time to sort out the repair to the tyre but it can't be repaired as the puncture is too close to the edge of the tread. We decide to take the opportunity to replace all four tyres with All Season tyres as she lives on a hill and has had difficulty getting up the hill in bad weather. As her car has done around 30,000 miles it's probably due new tyres anyway!

We had an interesting meeting on February 7th about electric cars however I still think that the government has not fully thought out the implications and the practicalities of going electric. I've expressed my thoughts on going electric later in the newsletter but I'd be interested to hear what you think. Are we doing the right thing or will it bring further issues that will have to be addressed?

**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

**Steve Booty, John Chacksfield, Maura Chatterjee,  
Darren Crossley, Tim Darley, Andrew Day, Emma Dodsley,  
Richard Hague, Jane Hemsley, Richard Reisch**

# Congratulations

**On passing the Advanced Test**

**Mike Sivocha - Observer Christian Pithers**  
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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.

## **Towing Our Caravan**

Now that Covid restrictions are slowly being lifted we are hoping to resume our attendance at many of the shows in our area. If you have been to any of the shows we attend you will have seen our publicity caravan. We are looking for volunteers to tow the caravan to these events.

If you can help us please contact Janice. A mileage allowance is available for anyone towing the caravan on behalf of the group.



# 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.

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

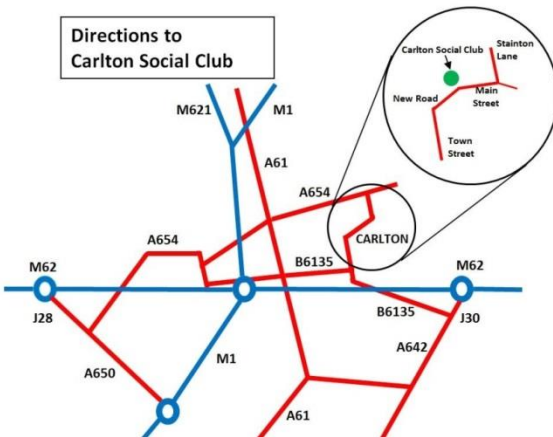
Mid Yorkshire Advanced Motorists (MYAM) is committed to looking after the information that it holds on behalf of its members in a way that complies with the General Data Protection Regulations (GDPR).

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.

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

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

# February Meeting - Electric Cars

Are you considering buying an electric car? If the answer is yes then Tony Dyson from the Kia garage in Bradford, our speaker for the February meeting, was ready to talk about the pros and cons of going electric as the current aim of the government is to ban the sale of new petrol and diesel cars in 2030.

Tony began by explaining there were four types of electric vehicles, the mild hybrid where a petrol engine is supplemented by a 48V battery and electric motor, the hybrid where a petrol engine is supplemented by a larger battery and motor, the plug in hybrid and the full electric vehicle. With a hybrid the vehicle usually starts on the battery with the petrol engine taking over as the speed increases. A plug in hybrid, with its larger battery, is able to undertake shorter journeys entirely on its battery. The mild and hybrid vehicles use the engine to charge the battery but the plug in hybrid can be charged from a home charging socket as can the full electric vehicles.

The meeting then became a question and answer session with a steady flow of questions and comments from the audience.



One of the biggest concerns was charging an electric vehicle. Not everyone has off street parking so how can an electric car be charged under those circumstances. Tony said there were more charging points than filling stations but conceded that the charging infrastructure was a bit of a mess. One proposal is to have pop up charging points at the roadside for those who do not have off street parking. In addition another proposal is to have all new build houses with a charging point.

There is also the problem of running out of charge on a journey. You can't just go down to the nearest charge point and "get some charge" but have to call out a breakdown service who will put enough charge to get you to a charge point using their diesel generator.

Most of the electric cars on the market are based on existing petrol/diesel models and have to fit the batteries in the space made available by the removal of the fuel tank but new electric only cars are designed to have the battery under the floor making better use of the available space.



All in all it was an interesting and informative evening and in spite of Tony claiming not having done a presentation like this before the general consensus was that it he had performed so well that we have invited him back later in the year.

**Keith**

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Over the last few months I have collected a few articles on the pros and cons of electric cars which I've summarised over the next few pages but to start with here's a letter I spotted in the Halifax Courier concerning the use of public charging points.

## **Most Complex System to Charge Your Car**

I have owned an electric car for more than five years now and have used an array of on-street charging units.

Now, most people would expect plugging in your car and paying for the electric would be as simple as going to the petrol station and inserting your bank card. Think again.

Government apparatchiks have put an end to something that convenient.

In nearly all cases you have to download an app and fill in your personal details including your bank account before you can try and attempt to use the charge unit.

So to use your car you have to have an array of apps on your phone, and more companies have your personal details. However, Calderdale takes the biscuit for having the most complex system.

On Boxing Day I decided to use the power charger in the car park in King Cross, an Energie unit, and as expected had to download the app, fill in my personal details.

But this one asked for my international bank account number, yep the number that most don't know and is not on your debit card.

So well done Calderdale, you have won the award for making paying for charging your car the most complex. Oh I'm wrong.

York Council won that one. You had to apply for a York Council card to use, and the councils will all tell you they want people to switch to electric vehicles. Well they can start by making paying for charging your car as simple as paying for petrol. That might help.

**Letter to Halifax Courier January 6 2022**

# Pros and Cons of Electric Vehicles

Firstly I have to say that the following comments are my own and based on my interpretation of the various articles I've read and on my scientific and engineering background. When the announcements were made about the move to electric vehicles I thought what are the practical aspects of the move?

Charging is one of the main concerns. Home charging is probably the most convenient and cost effective method but not everyone has off road parking or a convenient place to charge their car which means using public charging points. There may be many more public charging points but using them can be problematic having to create accounts with the various charging companies then finding chargers are incompatible or faulty. The letter on the previous page shows the frustration of one electric car owner. Then there is the time to charge. Filling a petrol or diesel car takes a few minutes but charging an electric car can take significantly longer and the bigger the battery the longer it will take. Fast chargers can reduce the time but only if the battery is designed for fast charging. If a battery is not charged correctly, its life can be significantly reduced. I'm sure we've all experienced our mobile phone batteries, which use a similar type of battery, failing with reduced capacity requiring more frequent charging.

Coupled with charging is the question of the electricity generation network. Will there be sufficient power available? This could be a problem especially if we have to convert our home heating to heat pumps. A rough calculation based on our current gas boiler indicates that if 1 million homes have heat pumps approximately an extra 5 gigawatts of power will be



**How would all these cars be home charged?**

required. Where is this to come from? Also the electricity demand will be higher in the winter months when the level of solar power generation will be at a minimum.

Then there is the distribution system. This has been in existence since the start of the National Grid in the 1930s. Our homes have an increasing number of devices which all consume power many of which are on 24 hours a day. In the 50s at night my parent's house consumed no power at all but our house has a typical constant load of around 200W. Think about fridges, freezers, alarms, TVs, clocks, it all adds up. Then add on the car charger and the heat pump. Can the cables in your road cope with the extra load? There are reports of applications for home chargers being declined because the cables in the street are running at close to maximum capacity. Will our streets have to be dug up to upgrade the cables?

A further question related to battery life is how much is a second hand electric car worth? They are significantly more expensive than an ICE car and the technology is changing as improvements are made to the battery technology. How much would an electric car bought today be worth in say 5 years time when battery technology has moved on? Buying second hand may seem a better idea but you would need to know the state of the battery as a replacement battery may cost more than the car is worth effectively writing it off.

On the question of batteries there are two main issues as far as I can see. Firstly they use lithium which has to be mined somewhere. As with any mining process this can cause pollution of the area around the mines which are often in some of the poorer areas of the world. Are we not just reducing our emissions at the expense of those elsewhere in the world? Although an electric car is zero CO<sub>2</sub> at the point of use, building an electric car produces more CO<sub>2</sub> than building an equivalent petrol or diesel car. Volvo have said that it takes around 70,000 miles before one of its electric cars has less CO<sub>2</sub> than an equivalent petrol or diesel car. This could take several years to achieve. Changing your electric car every 3 years may seem like a good idea but could do nothing to reduce the CO<sub>2</sub> emissions that the government want to achieve.

Secondly to be green the batteries will have to be recycled once they have reached the end of their life. Various proposals have been put forward to use them to store any surplus electricity from the grid but these batteries will have been taken out of service probably because their storage capacity has been significantly reduced or they are damaged so could be no good for this purpose. Ultimately they will have to be recycled to reclaim the materials to be used to build new batteries. Currently this is difficult with lithium batteries but it will have to be done otherwise we will be leaving a legacy of piles of scrap batteries. There is also the issue of will there be any surplus electricity if everything is to go electric. It could be a case of putting all our energy eggs in one, fragile, electric basket.

Recently I've been reading reports that thieves are moving away from stealing catalytic converters to an easier target, electric car charging cables. Because of the charging currents involved there is a lot of copper in them making them worth stealing and replacements can cost from £200 upwards.

One final point electric cars are currently zero VED meaning the government gets no tax revenue directly from them and no tax from fuel duty. When the majority of cars are electric who is going to pay for the upkeep of the roads especially as, being heavier than an ICE car, they can cause more wear on the roads? At some point they will have to be taxed.

I'm not entirely convinced that the government has thought out all the issues involved with going electric and will predict that once we go "electric" there will be a greater number of power outages due to overloading of the National Grid.

I'd be interested to hear your thoughts on going electric.

# Motorists switched on to the dangers of driving in the dark

Many of Britain's streets have been plunged into darkness in recent years as councils attempt to save money and redouble their efforts to shrink carbon footprints.

However, the cost of this decision is not without risk with the Department for Transport's (DfT) statistics revealing there has been 102 deaths and 849 serious injuries on unlit roads with streetlights present in the period of 2016 to 2020. As you would expect given how common they are, the dangers of roads where there are no streetlights at all is even higher, with 1,599 deaths and 7,649 serious injuries also in the last five years.

This has led the UK's largest independent road safety charity, IAM RoadSmart, to ask over 1,000 motorists their attitudes towards the dangers of driving the dark, with the majority of respondents agreeing that switching off streetlights has had a negative impact on personal safety and road safety.

57% of those surveyed agreed that unlit streetlights made their neighbourhood feel less safe, while 67% agreed that roads with unlit streetlights lead to more crime. Interestingly, lack of visibility (60%), colliding with a pedestrian (45%) and being at risk if your vehicle breaks down (42%) were ranked as the biggest concerns about getting behind the wheel in the dark.

Neil Greig, Director of Policy and Research at IAM RoadSmart, commented: "While IAM RoadSmart supports efforts to decrease carbon emissions and acknowledges the financial pressures faced by local authorities, such concerns expressed by drivers should serve as a reminder to decision makers that motorists possess legitimate concerns about driving in the dark. Therefore, any decision of when and where lights are switched off must be made with road safety as the top priority and with full consultation of local residents."

In fact, such were some respondents concerns about driving in the dark, shockingly, nearly a quarter (23%) agreed that the prospect of walking on an unlit road would make them more likely to drive home over the drink driving limit rather than walking.

Neil added: "With over 35 million drivers on the roads, this statistic means that there could be over 8 million motorists tempted to get behind the wheel after a drink. While this is totally unacceptable, this also goes to show the fears some drivers have about walking in unlit areas."

Neil concluded with a few words of advice on driving in the dark in this winter: "Motorists should reduce speeds on unlit roads in built up areas, raise their awareness of where these roads are, and plan journeys more carefully."

“Meanwhile, other road users such as pedestrians and cyclists should also familiarise themselves with roads that are unlit, as well as wearing high visibility clothing so that motorists can see them in dark conditions. This way, we can all play our part in driving down the number of incidents caused by unlit roads.”

Such concerns expressed by respondents has led to a pilot service, StreetSafe, to be created by the Home Office and National Police Chiefs’ Council. The initiative was established to help anyone to anonymously tell the police about public places where they have felt or feel unsafe because of environmental issues such as lack of street lighting, abandoned buildings, vandalism and social behaviour such as being followed or verbally abused. To find more visit, [www.police.uk/pu/notices/streetsafe/street-safe](http://www.police.uk/pu/notices/streetsafe/street-safe).

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## **Associates’ Corner**

Welcome to Associates’ Corner! This is the part of the MYAM newsletter, which is dedicated to information especially for our Associates, and I hope you will find it helpful.

I know that many of you are impatient to start your observed runs with a Group Observer, and I am very sorry for the delays you are experiencing. However, we are still struggling as a result of the Covid-19 pandemic, since a number of our Associates and Observers are even now understandably reluctant to be in close proximity in the confines of a car.

In addition, some of our Group Observers resigned at the start of the pandemic, and, as I hope you will understand, we are trying desperately to find and encourage Members who are interested in training as Local and National Observers.

It would also help us a great deal if you, our Associates, would be willing to be as flexible as possible regarding your availability and the distance you would be willing to travel in order to meet with an Observer. The merger of the Skipton & Craven Group into the MYAM area has caused an increase in the number of Associates on our waiting list, and so our Observers are trying to cover as much area and as many Associates as possible.

I would therefore ask you to be as understanding, patient, and accommodating as possible, in order to help us to reduce our waiting list.

In the meantime, you will continue to receive regular copies of the MYAM newsletter and you will be very welcome to attend our monthly speaker evenings at the Carlton Social Club.

Very best regards,

**Janice - Chairman**

## 50 Years of IAM Membership

At the February meeting Janice related the tale of the sodden and broken package that arrived on her doorstep last year.

The package contained a certificate to celebrate 50 years membership of the IAM. After complaining to the IAM a second certificate arrived, much better packed and via the post office rather than the original courier.

This didn't mean Janice had been a member for 100 years. The IAM hasn't been going that long!

This has made me wonder how many of our members reached 20, 30 or 40 years, or more, of IAM membership?

Come June this year I'll have reached 36 years but I don't think I'll receive a certificate for that.



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## Dashcam Battery

I've had a dashcam for 7 years and found it very useful although fortunately I've never had to use it "in anger". Over the last few months I've noticed the low battery indication come on when I've shut it down. The battery is used to continue recording for a short time after power is removed and to ensure it shuts down correctly. On contacting the manufacturer, Nextbase, I was told replacement batteries were available at a cost of £10 but it required some soldering to replace it. No problem as I've been using a soldering iron for over 50 years. I ordered a battery and a few days later spent 15 minutes fitting it, most of that time being spent opening up the case. I have been impressed by the customer service from Nextbase supporting an older model and providing fitting instructions and because of this would have no hesitation in recommending them.

Keith

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# And Finally.....

## HAYNES MANUAL - THE REAL MEANINGS part 3

Haynes: One spanner rating (simple).

Translation: Your Mum could do this... so how did you manage to botch it up?

Haynes: Two spanner rating.

Translation: Now you may think that you can do this because two is a low, tiny, ikkle number... but you also thought that the wiring diagram was a map of the Tokyo underground (in fact that would have been more use to you).

Haynes: Three spanner rating (intermediate).

Translation: Make sure you won't need your car for a couple of days and that your AA cover includes Home Start.

Haynes: Four spanner rating.

Translation: You are seriously considering this aren't you, you pleb!

Haynes: Five spanner rating (expert).

Translation: OK - but don't expect us to ride it afterwards!!!

Translation #2: Don't ever carry your loved ones in it again and don't mention it to your insurance company.

Haynes: If not, you can fabricate your own special tool like this...

Translation: Haha!!!!

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## This Month's Teaser

How many cities are there in Yorkshire and can you name them?

## Last Month's Teaser

Last month I asked "What 8 letter word can you make from the letters "L M E O L I H R O"?"

The answer is "HEIRLOOM".

# Your Committee

Chairman	Janice Haigh		myam.chairman(at)outlook.com
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Speaker Secretary	Position vacant		
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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

We are in need of Speaker secretary and 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.