

ARE WE THERE YET?

Mid Yorkshire Advanced Motorists Newsletter

March 2025



Group Number 4178
Registered Charity Number 1053843





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Cover Photo – Skipton Castle

Built in 1090 by Robert de Romille, Skipton castle is a well preserved medieval castle. It was the home of the Clifford family for nearly 400 years and during the Civil War it was the last Royalist stronghold in North Yorkshire to surrender. It is now a private residence and tourist attraction.

Forthcoming Gatherings and Events

**Monday 3rd
March 2025
8pm**

MYAM Social Evening
Phill Shaw
IAM examiner

Birkenshaw Liberal Club
10 Croft Street
Birkenshaw, BD11 2HT

**Monday 7th
April 2025
8pm**

MYAM Social Meeting
Older Drivers

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.

None of us are getting any younger so for our April meeting we are hoping to have a speaker talking about Older Drivers. More details next month.

We hope to be able to use Zoom again for many of our meetings and I will put a link to the Zoom meeting in the newsletter or send out a separate notification.

We are also drawing up a list of the events that we hope to attend with the MYAM gazebo. This will be published in a future newsletter but we do need people to man the stand or help to erect it.

If you can help out at any of the events please let us know. You do not have to stay for the whole event, unless you want to. It's a good opportunity to help the group and to see many interesting exhibits.

And just to let you know what our gazebo looks like I've included a picture of it.



From The Editor

It may seem that I am against electric vehicles but that's not necessarily the case. They are another form of motor vehicle. The thing that concerns me is that the powers that be seem to have latched onto the idea that they are the solution to the problem of reducing CO₂ emissions without thinking fully about the implications of the decisions they are making.

The current charging infrastructure appears to be inadequate in some areas of the country and I do not believe, speaking from an engineering point of view, the government, of any flavour, actually realises how much extra power needs to be generated to cope with charging the future increase in EV numbers. And where is all this extra power going to come from? The whole National Grid needs updating to cope with the extra demand and the alternative sources of power generation.

Then there is the issue of what to do with EVs at the end of their life. Recycling an ICE vehicle is a well established procedure but the same cannot be said for recycling EV batteries. Are we about to leave our children with a mounting problem of what to do with a mountain of old EV batteries.

I'd love to hear from any one of our members who has an EV about their experiences, especially long distance travel. Would anyone with an EV like to write something for the newsletter?

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

Richard Baildon, Lewis Chawko,
Kingston Ncube, David Oldfield

Congratulations

On passing the Advanced Test

Elizabeth Tonner – Observer Peter Jeffrey
.....

Cornwall to Crewe – Train or Plane?

Which is cheaper, taking the train from Cornwall to Crewe or flying to Manchester via Malaga to collect a car?

A woman flew to Manchester via Malaga to collect her new car as it was cheaper than taking the train. The flights cost £54 compared to £200 for the train.

I heard a similar story many years ago when it was cheaper to buy an old car to drive from London to Newcastle on Tyne and dispose of it at journeys end than to go by train.

When travelling by public transport, compared to driving, the cost of actually getting to the railway station and from the railway station to your actual destination is often overlooked. When I was a student I often travelled from North Wales to Birmingham by train and then had to get the bus from New Street station out to where my parents lived. I can't remember how long it took but the same journey by car took typically 3½ hours door to door.

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 or scan the QR code.

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

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.

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.

February Meeting - The Routemaster Bus - Part 3

For part three of his talk on The Routemaster Bus our bus enthusiast and membership secretary Graham Crawshaw described what happened to the Routemasters once they had been withdrawn from service in London.

The design life of the Routemaster was 15 years with the first buses being withdrawn from service in 1973 but the last ones were withdrawn from regular service in London in 2005. By then the newest buses were 38 years old, well beyond their original design life. The reason being that their replacements were unreliable. These buses were rear engined and had overheating problems and gearbox problems especially on the double deckers.



The "Londoner" Daimler Fleetline

In 1970 the National Bus Company (NBC) was formed and the London Country Bus services were transferred to NBC with a move to one man operation. Surplus Routemasters were sold back to London Transport but many were unsuitable for the London urban services so were demoted to learner or staff buses.



Two Routemasters in Halifax livery

Many buses were sold to other organisations with some being converted to open top for use as tour buses.

One bus, RM 1368, was damaged by fire after a vagrant was sleeping on the top deck which was completely burnt out. It was sent to Chiswick works and a new roof put on and converted to a single decker.

In 1986 Bus operation was deregulated allowing any bus operator to run a bus service anywhere and also in competition with

an established operator. This resulted in “Bus Wars” particularly in Glasgow, Dundee, Hull and Reading with limited bus war in Leeds.

Many buses were converted for other uses such as a mobile Fish and Chip shop in Holbeach.

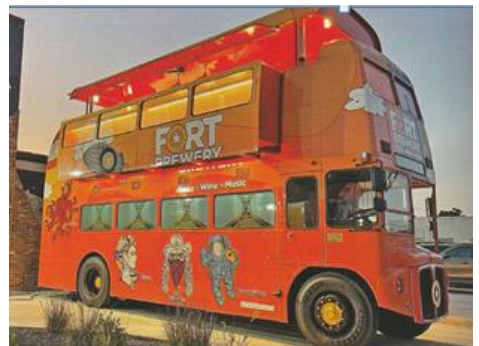


The buses also featured on TV. Who can remember the Young Ones driving a bus over a cliff or Top Gear blowing the top deck.

Many Routemasters were sold abroad with France, Germany and Belgium having most of the European sales. Many were sold to Commonwealth countries with many being modified.



**A Routemaster rebuilt as a “vintage bus”
now in Hong Kong**



**A conversion to a mobile pizza shop
with extending patios on the upper
deck in North Carolina**

MYAM Trophy Presentation



At our February meeting Paul presented the MYAM trophy to Lesley Pollard.

I just wanted to say what a shock but also felt very honoured when our chairman Paul rang to say I'd been awarded our MYAM Trophy, it really made my day, thank you.

Lesley

Electric Bikes And Scooters To Be Scrapped Under New 'Deterrent' Police Powers

Riders of illegal electric bikes and scooters have been warned they will be seized and scrapped as part of a new crackdown on nuisance vehicles.

It comes after Leicestershire Police officers unveiled new powers to instantly seize non-conforming vehicles without issuing warnings first, marking an escalation in enforcement efforts.

The tougher approach has already shown results, with 28 illegal vehicles seized during an operation on Wednesday, January 22.

The seizures form part of Operation Pedalfast, Leicester Police's dedicated response to tackling what they describe as a "persisting" issue in the city centre.

In a separate operation, Leicester Police stopped 57 e-bikes, with 29 riders found to be compliant with regulations and allowed to continue their journeys. However, officers seized 17 e-scooters and 11 e-bikes from people using them illegally in the city centre.

Car Insurance Write-Offs: What Do Categories A, B, S and N Mean?

Have you ever wondered what happens to a car once it's been written off and what the different categories of write off mean?

If a car has been written off, this means it was too badly damaged for an insurance company to repair cost-effectively. In other words, the cost of fixing the damage was more than the vehicle is worth. However, a write-off can be still repaired privately and returned to the road if you wish.

There are four categories of write-off in the UK. These reflect the severity of the damage, taking account of dangerous structural issues, along with the estimated cost of repair.

The insurance industry and the Driver and Vehicle Licensing Agency (DVLA) use four write-off categories in the UK. In descending order of severity, these are:

- **Category A:** The most serious category. Category A write-offs must be crushed; the car can never be legally used on the road again. Parts cannot be removed from the vehicle, even if they appear to be salvageable.
- **Category B:** This signifies serious damage. Again, the car should never be used on the road again, and its body shell must be crushed. However, some parts may be removed from the vehicle to repair other cars.
- **Category S** (formerly known as category C): The car has suffered structural damage in an accident and would be uneconomical to repair, given its value. If repaired by a professional, however, it may be returned to the road.
- **Category N** (formerly known as category D): The least severe category. Damage is non-structural, but it could affect safety-critical features such as the car's brakes or steering. Category N write-offs may be returned to the road, but not until they have been professionally repaired.

It's worth remembering that a car's value is a major factor in its likelihood to be written-off by an insurance company.

Putting it simply, a new supercar would need a lot of damage to make it a write-off. A £500 banger only needs a little cosmetic damage to be written off.

How do I know if a car has been written off?

Although owners should legally declare an insurance write-off when advertising a car for sale, some unscrupulous individuals may try to hide this information.

One way around this is search for a used car on Auto Trader, as all insurance write-offs are automatically declared. Alternatively, you could purchase a vehicle history check from a company such as HPI. The cost for peace of mind is around £20.

Should I buy an insurance write-off?

The only reason to buy a car that has previously been written off is because it's considerably cheaper than an undamaged example. However, be aware that you'll also have to declare it a write-off when you sell the car on – and that will affect its value.

Only category S and N vehicles (C and D under the old system) can legally be sold for use on the road. We'd want to fully understand what caused the damage and see evidence that the car has been repaired by a reputable body shop. You'll also need to declare the write-off status to your insurance company.

What happens to my car after it's written-off?

If your car has been damaged and the insurance provider deems it not worthy of repair, they will offer you what they consider to be the market value and essentially buy it off you. The car will then be sold at auction or scrapped, depending on the severity of the damage.

If you wish to keep the car, you may be able to buy it from the insurance company. It then becomes your responsibility to repair the car. Proceed with caution, as there may be extra damage – and thus expense – that isn't obvious at first glance.

Again, you will also have to declare the car is a write-off when you insure it, and when the time comes to sell it.

Taken from the internet with full acknowledgement to the source.

One in two motorists pulled over on suspicion of drug-driving fail roadside drug tests as number of fatalities rises

The number of deceased drivers with ‘impairment drugs’ present has increased by over 70% from 2014 to 2022, leading to concerns from road safety organisation that drug users continue to get behind the wheel despite the dangers

One in two motorists pulled over on suspicion of drug-driving are failing roadside drug tests, leading to concerns that not enough is being done to tackle the issue.

A Freedom of Information request was submitted to all 45 police forces in the UK, with 31 forces providing data.

According to the data obtained by IAM RoadSmart, Britain’s leading road safety charity, more than half (51%) of drivers tested positive during roadside testing in 2023, while in 2024, 49% of drivers tested positive in the first 7 months of the year.

This is based on failure rate data provided by 17 of the 31 police forces that responded to the FOI request.

Meanwhile Department for Transport (DfT) figures* show that the number of deceased drivers with ‘impairment drugs’ present has increased by over 70% from 2014 to 2022.

The prime times of the year for catching offenders is during the party season: summer festivals and at Christmas. This coincides with Operation Limit, a national policing operation that takes place every year during various festivities to reduce drink and drug driving.

Police Scotland recorded the most failed tests in December 2023 and January 2024 with a total of 526 offenders, followed by Greater Manchester Police with 397 and Surrey Police with 368.

While police do not need a reason to stop a vehicle, they must have a reasonable suspicion that the motorist is under the influence of drugs before asking them to submit to a drug test.

A roadside swab test, which identifies whether motorists have taken cannabis or cocaine on the spot, was introduced in 2015, however some forces only started recording data in 2023. This means that the actual number of drivers with drugs detected is likely to be much higher.

Driving after taking illegal drugs is against the law, and driving after taking legal drugs is also breaking the law if it impairs driving.

'Impairment drugs' fall into three categories: psychoactive medications such as benzodiazepines; psychoactive drugs that could be prescribed, abused or used in emergency medical treatment such as morphine, alfentanil, fentanyl, ketamine; and drugs that are prone to abuse, such as cocaine and LSD, which have no medical use according to The Misuse of Drugs Regulations 2001.

A conviction for drug driving can lead to a minimum one-year driving ban, an unlimited fine, up to 6 months in prison, and a criminal record. The conviction stays on a driving licence for 11 years.

Convicted motorists are also likely to see their insurance costs increase significantly, and may have trouble travelling to countries like the USA.

IAM RoadSmart Policy Manager William Porter said:

"The fact that one in two motorists are failing roadside drugs tests shows that the message about the dangers of drug-driving is not getting through. Separate research by IAM RoadSmart indicates that one in seven (16%) drivers aged 17-34 admitted to getting behind the wheel after taking class A drugs, indicating how vital it is to tackle this growing epidemic."

"We urgently need a new approach to combat drug-driving which focuses on both greater enforcement and establishing rehabilitation courses to reduce reoffending. The evidence shows that those taking equivalent drink-drive courses are almost three times less likely to reoffend than those who don't. Ministers must consider expanding similar courses to those with drug-driving convictions."

And Finally.....

Why yes, it was my first time using a pressure cooker, how did you guess?



.....


This Month's Teaser

What was the most stolen car in the UK in 2024?

Last Month's Teaser

Last month I asked "With which registration letter did the DVLA start selling personal registration numbers from the then "current" series". The answer H (1990-91)

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