

# ARE WE THERE YET?



Mid Yorkshire Advanced Motorists Newsletter

May 2022



Group Number 4178  
Registered Charity Number 1053843





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### **Cover Photo – Beamish Museum tram**

Beamish, the living Museum of the North, comprises several separate areas each representing a different era. The areas are linked by a circular road with transport between them provided by period buses and trams. This month's cover picture shows one of the trams which has been lovingly restored on site.

## Forthcoming Gatherings and Events

**Monday 9th  
May  
8pm**

**MYAM AGM\*  
and buffet**

Carlton Social Club  
Main Street  
Carlton WF3 3RW

**Monday 6th  
June  
8pm**

**TBD**

Carlton Social Club

\*Please note that although visitors are always welcome at our social meetings only full MYAM members may vote at the AGM. There will be buffet provided after the AGM.

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.

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### **Important Request**

As you may know, MYAM has moved to requesting all member subscription payments to be made by direct debit.

This is both much more efficient for the administration of the group and for members (as you do not have to remember to send in a cheque or adjust a standing order).

However, following recent changes to our bank costs, we may also now have to pay increased bank charges for members who do not pay by direct debit.

So a plea from the Committee - if you are able to pay your subscriptions by direct debit please consider doing so – it really is easy (and will save the group precious funds).

Either email me at [myam.secretary@outlook.com](mailto:myam.secretary@outlook.com) or call me on 07960 410046 and I can help you set it up or answer any questions that you may have.

## From the Editor

It's AGM time again and we are, hopefully, back to normal, holding it in May. We are still looking for new committee members and would welcome nominations from the membership. Our committee meetings are held once a month by video conference using Teams but we would like to resume face to face meetings at some point. Although a video conference works it's useful to meet up occasionally.

Elsewhere in this newsletter there is a notice about a talk on the battle for Goose Green by Peter Kennedy. Peter is one of the observers we have inherited from the Skipton and Craven group. He is also behind the group's involvement with the Upper Wharfedale Fell Rescue.

It's hard to believe that it was 40 years ago that the Falklands war occurred and it takes me back to what I was doing at the time. I was working for the Marine Science Laboratories in Menai Bridge, part of the university at Bangor, and for the latter part of the war I was on an oceanographic cruise around the west coast of Scotland on the RRS Shackleton. This ship had apparently been shot at on a previous cruise around the Falklands. The picture shows the ship moored at the pier at Dunstaffnage, near Oban.



Purely by coincidence I have been scanning in all my old photos a lot of which were taken during my time at the Labs including the picture above.

Do you, or can you, remember what you were doing in April and May 1982?

**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

No new members this month

# Congratulations

On passing the Advanced Test

No passes this month

### **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 20.

### **Associates' Corner**

Following the first of the Sunday Associate sessions further sessions are being planned.

Several associates have asked if weekday sessions or intensive training sessions over consecutive days are possible. We are looking into both these possibilities but they are dependent on finding suitable locations for the sessions. If you know of, or can suggest, suitable locations within the MYAM area please let us know.

# 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.

**Group Telephone number is 0113 314 9969**

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

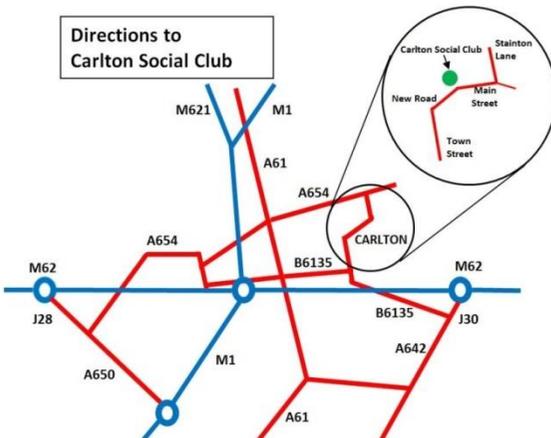
Mid Yorkshire Advanced Motorists (MYAM) is committed to looking after the information that it holds on behalf of its members in a way that complies with the General Data Protection Regulations (GDPR).

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.

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.

# April Meeting - My Life with Trams

Many towns and cities had a tram system in the early part of last century but these were all removed being replaced by busses and cars in the latter part of the century. Our speaker, Tony Young, told us of his fascination with trams throughout his life.

Born in St Helens, nearby Liverpool still had trams when Tony was a boy. His family moved to Southampton which also had trams until 1949. While at school in Southampton Tony and a friend took a day off to travel up to Leeds to ride on the last tram in the city. University followed at Leeds. Following university Tony had the chance of a lifetime to travel to America to study urban transport courtesy of the Winston Churchill Memorial Trust.

A life in planning tram and light rail systems followed, primarily on the Metrolink around Manchester although not all of the system has been built.

Tony has visited many countries to see how they have implemented light rail and tram systems.

Tony has also been involved with the design of the tram cars which have to be accessible to all users. This meant building mock ups of the proposed tram cars to test accessibility.



**A Metrolink tram. At 200ft the longest road vehicle in the UK**

There are many proposed tram schemes in the UK but several, including one in Leeds, have been stopped and the Manchester Metrolink has been cut back so doesn't cover more of the Manchester area as originally intended.

With trams occupying the same roads as busses and cars a tram traffic light system had to be developed which Tony had a hand in it's design. Of course occasionally accidents do happen and Tony showed a few pictures of vehicles in the wrong place i.e. parked on the tram lines!

**Keith**

# Anticipate Primary Hazards and Practise Your Spoken Thoughts

Dawn Leggott, Fellow of IAM Roadsmart and member of MYAM, shares with Keith Wevill a few tips for Associates taking the advanced driving course.

## How long have you been a Member of IAM Roadsmart and what got you interested in the first place?

I first took the advanced driving course and test in 2001. I'd only been driving regularly for three or four years at that point. As a member of the Institute of Advanced Motorists himself, my dad encouraged me to take the course in order to improve my observation, anticipation and planning skills, and therefore my road safety, and to gain more confidence as a driver. What it also ended up giving me, which I hadn't expected, was a real love of driving.



## When and why did you decide to become a Fellow?

Three years ago. Although I'd been a member of IAM Roadsmart for nearly 20 years by that point and had benefited from cheaper car, and even home, insurance, I had never had my advanced driving skills re-checked. To be honest, I knew that I had kept up some of the skills but had lost others. Five years ago I had a car accident on Leeds outer ring road. I failed to bear in mind a lorry driver's blind spot as I was changing lanes in the rush hour. I wasn't injured; thankfully my use of mirrors saved me from what could have been a much worse situation. It really put me off driving though, as it led me to lose confidence. After a couple of years of avoiding driving wherever possible, I decided to take the advanced driving test again. MYAM were brilliant. They allocated me an experienced observer – Charles Holland-Keen – and as the test approached, a couple of other MYAM observers also took me out on really helpful observed drives. In order to encourage myself to keep up my advanced driving skills, I decided to commit to becoming a Fellow and being retested every three years. I recently took the test again – in March 2022.

## Congratulations on gaining a F1RST in that test. What are your top tips to any Associates who are about to take the advanced driving test themselves?

Firstly, I suggest you give some examples of anticipated primary hazards as part of your cockpit drill. For example, if you are doing your test on a sunny Sunday morning, there are likely to be lots of families out for a stroll, so inevitably there will be vulnerable pedestrians around such as children or older adults. Some people may be using mobility scooters. Some may be looking at their mobiles rather than the road. There may be walkers or a whole walking group on the road

near a footpath or bridleway sign on a country road. People may be distracted by their passengers, hunger or just the sun in their eyes as they drive into or out of drive-through fast food outlets, garden centres, retail parks or petrol stations. Cyclists and horse riders may be making the most of the lovely weather. Throughout the drive watch out for all the hazards that you've anticipated in your cockpit drill, adjust your driving accordingly (e.g. your speed, choice of gears and/or frequency of right and left shoulder checks) and refer in your spoken thoughts to each anticipated hazard that you actually come across in the test. My second tip would be to use spoken thoughts throughout the test if at all possible. You can watch examples of these on YouTube, such as

<https://www.youtube.com/watch?v=MMdB4grUg2E>

(particularly starting around minute 8:00). That way the examiner doesn't need to be telepathic – you will be telling them what you are observing, anticipating and planning. I made myself a list of comments that I might make in different situations e.g. on country roads, when considering overtaking, when on bends or at junctions, or when passing obstructions such as parked cars. I try to structure my comments as follows: X (what I can see) so there is a possibility of/potential for Y (thing that may happen) so I'll do Z (an action). For example, "Farm vehicle sign. Possibility of slow vehicles ahead, a tractor emerging or debris (e.g. mud or hay at certain times of year) on the road, so I'm using acceleration sense by coming off the gas and changing down to third gear."

Thirdly, look at all distances both in front and to the rear; in other words, drive with your eyes on full beam as well as in the middle and near distance. Don't forget to look over to the sides too e.g. "We've got a cross view over that field; in the distance the road bends to the left and there is a warning sign."

### **What advice would you give to any Associates who are just starting, or about to start, doing the advanced driving course?**

You've probably been driving safely for a long time. Advanced driving is a different technique to what you learned in your initial driving test though. Make sure you are very familiar with the IPSCA system of car control. It can take a bit of practice to implement it consistently and correctly. Aim to make just one gear change per hazard. And don't forget that the centre markings on the roads often give clues as to the potential hazards. For example, on the motorway, the shorter centre markings often become longer hazard lines near to slip road entrances.

### **Finally, what's next for you then? The masters?**

That's tempting, but it's another level of driving skill altogether. I have really appreciated the kindness and generosity of time that the MYAM observers have given to me over the last 20 years, so I feel it's my turn now to give something back. What I would like to do is train to be an observer and help other Associates to pass the test. Maybe after I've been doing that for a while, I'll get tempted to think about doing the masters!



# 40<sup>TH</sup> ANNIVERSARY OF THE BATTLE OF GOOSE GREEN



A TALK BY  
PETER KENNEDY



C Company 2PARA at Goose Green



*"2 PARA at Goose Green has executed a feat of arms and gallantry probably unsurpassed in the glorious history of the British Army."* General Sir Edwin Bramall, CGS 1982



ARMY FOUNDATION COLLEGE,  
HARROGATE



## FRIDAY 27<sup>TH</sup> MAY 2022

7PM - 9.30PM (ENTRY FROM 6PM)

Tickets £15 available from Eventbrite. Use the QR code or the link  
Recommended Minimum age 14



[www.eventbrite.co.uk/e/the-falklands-conflict-40th-anniversary-tickets-252471659607](http://www.eventbrite.co.uk/e/the-falklands-conflict-40th-anniversary-tickets-252471659607)

Cash Bar for Food, Drinks and a Raffle

27<sup>th</sup> May 2022 is the 40<sup>th</sup> anniversary of the start of the Battle of Goose Green, the first decisive land battle of the Falklands War of 1982 to retake the islands. Lieutenant Colonel H Jones, the commanding officer of 2 PARA, was killed in action leading a bayonet charge during the battle and was awarded a posthumous Victoria Cross. Goose Green was the first major battle the British Army had fought in a generation and came very close to defeat.

Follow the battle from the perspective of a Yorkshire paratrooper who fought in it. Peter

Kennedy led the final attack at Goose Green under heavy enemy fire to capture the last hill and the enemy flag on its summit. He was second in command of C Company 2 PARA and took over the company in the closing stage of the battle when his company commander was wounded.

The talk is open to the public and will be illustrated with photos, film clips and maps to bring the story to life. Understand how this close-run battle was fought and almost lost, and experience for yourself the buzz and occasional terror of combat.

### ALL MONEY RAISED WILL GO TO:



Peter is an observer with the former Skipton and Craven group



Mid Yorkshire Group of Advanced Motorists (MYAM)  
Registered Charity Number: 1053843



**Affiliated to the Institute of Advanced Motorists**

## **Annual General Meeting Minutes**

Date: Monday, 4th October 2021

Time: 19:30 hrs.

Venue: Carlton Club, Carlton

### **Welcome**

The Chairman welcomed Group Members and Associates to the AGM.

There being 22 full members in attendance for the meeting, it was declared quorate.

Everyone was reminded that only Full Members of the Group were entitled to vote during the elections and for approvals and adoptions.

#### **1. Apologies for Absence**

Apologies were received from Steve Ellis, Tom Duncan, Bill Jackson, George Tickle and Ivan Simmonds.

#### **2. Minutes of the 2020 AGM**

A copy of the 2020 minutes had been included in the August newsletter.

#### **3. Adoption of the 2020 AGM Minutes**

The adoption of the minutes was proposed by Janice Haigh and seconded by Leslie Pollard, and were passed unanimously.

#### **4. Matters arising from the 2020 Minutes**

There were no matters arising from the 2020 minutes.

#### **5. Chairman's Report**

The Chairman's report had been circulated in the August Newsletter and a copy is attached to these Minutes.

The Chairman thanked each member of the Committee for their hard work.

#### **6. Appointment of Group President**

The Committee had agreed that David Stringer should be asked to continue as President of the Group.

Resolution: That David Stringer be appointed President of Mid Yorkshire Advanced Motorists for the coming year.

The proposal was passed unanimously.

The President addressed the meeting and thanked the Committee, Members, and Associates.

### **7. Secretary's Report**

The Secretary gave an update on the current position of the Group following a relatively quiet year.

No changes to the rules of the Group had been made in the previous year, and all Committee meetings had been successfully run via Teams video conferencing.

Direct Debit and Gift Aid continue to be important to the running of the Group (Gift Aid reclaim for 2020 had been £224) and the Secretary requested that all members who were able to, sign up for Direct Debit and Gift Aid.

### **8. Treasurer's Report**

The 2020-2021 accounts had been circulated prior to the AGM in the August newsletter. Overall income was down on the previous year mainly due to the limited number of new associates to the Group due to lockdown. Similarly expenditure was down in a number of areas due to no observed runs or attendance at external events.

The Treasurer asked if there were any questions, which there were none.

### **9. Adoption of Accounts for 2019/20**

Resolution: That the Annual Report and Accounts for the year ended 31 March 2021, be approved.

Proposer: Rosie Bricis

Secunder: David Rockliff

The accounts were approved unanimously.

Thanks were given to David Stringer for examining the accounts.

### **10. Membership Secretary's Report**

The Membership Secretary noted the geographical split of the current members (Associates and Full members) Noting specifically that the number of Associates was much higher than in previous years due to the lack of available observed runs and tests during Lockdown and the addition of a number of employees from Northern Power Grid. The membership Secretary also noted a number of members who had yet to pay their subscriptions and that following appropriate reminders these would be removed if payment was not made.

A question was raised regarding the extension of IAM RoadSmart membership beyond 30 September 2021 for those Associates who had yet to be appointed an Observer. The Chairman

noted that there were ongoing discussions with our ADSM regarding this and considerations such as Group Insurance would continue unaffected in the meantime.

### **11. Chief Observer's Report**

The Chief Observer summarised his report which is attached to these minutes.

Key items included

- Recording thanks to David Rushfirth for his previous work in the role and for assistance during the transition period.
- A reduction in the number of active observers that the Group has following retirees during Covid and some who (totally understandably) have not yet resumed observed runs
- Hope that Sunday Skill checks can re-commence early in 2021 following agreement on appropriate locations

### **12. Election of Group Officers**

The Chairman handed the chair of the meeting to the President, David Stringer to conduct the election.

The nomination papers were read, and it was agreed that the Officers should be elected en bloc.

Chairman: Janice N. Haigh

Nominated: Rosie Bricis

Seconded: Paul Macro

Secretary: Paul Macro

Nominated: Rosie Bricis

Seconded: Janice Haigh

Treasurer: Rosie Bricis

Nominated: Keith Wevill

Seconded: Caroline Wevill

The Officers were elected nem con.

The re-elected Chairman took back the chair of the meeting.

### **13. Election of Group Committee Members**

The Chairman read the following information:

One Committee Member offered himself for re-election:

- a) Alan Jones offered himself for re-election to the Committee.

Nominated: Janice Haigh    Seconded: Rosie Bricis

- b) Graham Crawshaw had been co-opted to the Committee as Membership Secretary during the year and was required to be ratified.

Nominated: Paul Macro

Seconded: Keith Wevill

There were no nominations from the floor for Committee appointments.

The nominated Members were elected to the Committee, and the Chairman welcomed them as Trustees of the Group.

#### **14. Address by the new Chairman**

The Chairman thanked the Members for re-electing her to the post of Chairman and said she was looking forward to a challenging and successful year for the Group.

#### **15. Authority to Increase Subscriptions during the Current Financial Year**

The Chairman explained that this is a standard item on the AGM agenda and it is not the Committee's intention to make any further increase for the foreseeable future.

Nominated: Paul Macro    Seconded: Rosie Bricis

The proposal was passed unanimously.

#### **16. Any Other Business**

There being no further business, the meeting closed at 20.15 hrs.



Mid Yorkshire Group of Advanced Motorists (MYAM)  
Registered Charity Number: 1053843



**Affiliated to the Institute of Advanced Motorists**

### **Extraordinary General Meeting Minutes**

Date: Monday, 4th October 2021

Time: 20:30 hrs.

Venue: Carlton Club, Carlton

#### **Welcome**

The Chairman welcomed Group Members and Associates to the EGM.

There being 22 full members in attendance for the meeting, it was declared quorate.

Everyone was reminded that only Full Members of the Group were entitled to vote during the elections and for approvals and adoptions.

#### **Introduction**

The Chairman noted recent discussions with the Skipton and Craven Group of Advanced Motorists (Skipton Group), and in particular their Chief Observer Bob Rowles. The Skipton Group has recently been unable to attract new volunteers for its Committee following the notification of retirements of a number of Committee members, and at an EGM on 28 September the Skipton Group agreed that a request for the merger of the Skipton Group with MYAM should be made and that the Group should then be wound-up.

The MYAM EGM had therefore been called to discuss the proposed merger.

### **1) Apologies for Absence**

Apologies were received from Steve Ellis, Tom Duncan, Bill Jackson, George Tickle and Ivan Simmonds.

### **2) Adoption of Resolution**

The following Resolution was debated *“That the Members of the MYAM Group of IAM RoadSmart agree to the joining of the Members of the Skipton & Craven Group to the MYAM Group following the winding up of the Skipton & Craven Group.”*

Questions from the floor included:

- How many Skipton Group members are likely to join MYAM?  
Skipton Group has 44 full members and a handful of associates, however there is no guarantee how many will join MYAM
- How many observers does the Skipton Group have and will they be joining MYAM?
  - Skipton Group has 4 observers and they have all agreed to join MYAM
- How many of the Skipton Group Committee are willing to join the MYAM committee?
  - Two Skipton Group Committee members have indicated that they would be willing to join the MYAM Committee.
- Will this result in a change in location of social evenings etc?
  - Finding a suitable location (facilities and price) is extremely difficult and the Committee have no plans to move away from the Carlton Club following the merger.
- Would the merger necessitate a name change for MYAM?
  - No – Mid Yorkshire (being mythical) is deemed to incorporate the Groups extended geography.

### **3) Result of the Vote**

The Resolution was adopted unanimously.

(2/3rds majority needed and obtained)

### **4) Any Other Business**

The Secretary requested authority from the meeting for the Committee to negotiate the practical details of the merger with the Skipton Group.

The proposal was adopted unanimously.

There being no further business, the meeting closed at 21.15 hrs.

# New crash statistics reveal e-scooter casualties for the first time

The UK's largest independent road safety charity, IAM RoadSmart, is calling for the Government to make up its mind now to drive down injuries on UK roads caused by e-scooters.

The plea comes after Department for Transport's (DfT) latest findings in: Reported Road casualties Great Britain, annual report: 2020 revealed for the first time that there were 484 casualties involving e-scooters, of which one person was killed, 128 were seriously injured and 355 slightly injured.

These findings come after e-scooter firms were given the green light to start trials on UK streets in July 2020, sparking a surge in e-scooter usage. This decision was made in light of COVID-19 and social distancing regulations, which meant people needed to get around without resorting to buses and trains.

However, the results of these pilot schemes have been delayed again and again, meaning a full review of the status of this new form of transport is yet to be established.

Neil Greig, Director of Policy and Research at IAM RoadSmart, commented: "By delaying yet again the results of the pilot schemes we have another Christmas looming where people will be buying and using a totally unregulated form of transport in the UK."

"The pilots were launched in July 2020 and are now not due to finish until March 2022, plus the time required after that for analysis and legislation – this has taken far too long in our opinion. In the meantime, the police should make it absolutely clear that anyone caught riding an e-scooter outside private land or a trial area will have their vehicle seized immediately."

"E-scooters may have a role to play in the future transport mix, but this can only happen once their legal status has been made completely clear and that cannot happen soon enough."

The need to clarify their legal status is further stressed by safety concerns revealed in a [recent survey by IAM RoadSmart](#), which received over 1,850 responses. Indeed, the survey uncovered that the safety of pedestrians and cyclists was the most important consideration (94%) for formulating new legislation on e-scooters.

The DfT's latest report also revealed that between 2004 and 2020, serious injuries of cyclists (adjusted) rose by 26% and fatalities increased from 134 to 141 (5%). However, this is because pedal cycle traffic has also risen between 2004 and 2020, at a rate faster than serious injuries.

And in the period from 2015 to 2020, an average of 2 pedal cyclists died and 83 were seriously injured (adjusted) per week in reported road casualties.

Neil added: “While there are signs of improvement, with cycle traffic increasing at a faster rate than serious injuries, it is important to recognise that cyclists are one of the most vulnerable road user groups. Cyclists are harder to spot for drivers on the road, and they are not protected by a metal cage in the same way car users are.”

“The most common factor allocated in pedal cyclist versus other vehicle collisions was ‘Driver or rider failed to look properly’, underlining the critical importance of observation and anticipation in ensuring we can all share the roads safely.”

## **From the President**

You may have noticed over the Easter weekend that one newspaper carried a front page headline announcing speed limiters are to be fitted to all new cars. The intention is to bring the UK in line with EU regulations which seems somewhat perverse as we are no longer part of that organization.

It made me reflect on how speeds have changed during my years of observing. Bearing in mind that when I started speed cameras were unheard of, the observance of speed limits was very poor. To get a driver to obey a 30 mph limit was a challenge when the vehicle behind was close enough to nudge you forwards as a result of impatience. The arrival of cameras began a change. First came the fixed cameras, but the locals soon knew where they were and slowed down as they passed, only to speed up again immediately afterwards. However, it has slowly worked, and the observance of the limits is now far, far, better than it was. The majority of drivers keep more or less to the limits and there are certainly fewer vehicles moving at really excessive pace. Nowhere is this more obvious than in North Yorkshire with the plethora of camera vans popping up almost indiscriminately. Drivers are getting wise, however, because they seem to appear most regularly where there is good custom to be had and the locations are becoming as well known as the old fixed cameras were.

It all makes me wonder of the wisdom of speed limiters, which work through GPS and a database of the speed limits. Obviously, that database has to be constantly and accurately updated, with correct physical signage, or the system will simply not work well except when it comes to improving legal fees.

I don't know about anyone else, but I dislike any system which overrides the way I intend to drive. I turn them off wherever I can. Perhaps if you need active, rather than passive, external control to be able to drive safely, there is something seriously wrong.

**David Stringer.**

# And Finally.....



The Rotterdam police stumbled on 56 drums of petrol today. The estimated street value is over 12 million euros. The drums were hidden in a shipment of Venezuelan cocaine.

## **This Month's Teaser**

How is the date for Easter Sunday determined?

## **Last Month's Teaser**

Last month I asked "When was the first Haynes Manual published and what car was it for?" It was in 1965 and was a workshop manual for the Austin Healey Sprite

# Your Committee

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

Due to computer hacking and high levels of spamming we have had to remove the hyperlinks to our e-mail addresses and have replaced the @ symbol with (at) so you will need to retype the address in the correct e-mail format, i.e. replace (at) with @, with no spaces.

## URGENT REQUEST

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.