

# ARE WE THERE YET?



Mid Yorkshire Advanced Motorists Newsletter

November 2020



Group Number 4178  
Registered Charity Number 1053843





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### **Cover Photo – AA box 487 Dunmail Raise**

I often feature listed buildings on the cover and it may come as a surprise that this AA box on the A591 near Ambleside in the Lake District is Grade 2 listed. Once a common sight there are currently only 18 of the original 862 AA boxes remaining in this country.

# Forthcoming Gatherings and Events

**Monday 2nd  
November  
8pm – 9pm**

**MYAM AGM**

Video Conferencing

Because of the current Covid-19 situation the committee is following government guidelines and has cancelled the Skill check meetings, the social meetings and the committee meetings at the Carlton Club. However we will be holding the AGM as shown above and are inviting members to attend from their homes via video conferencing. A number of members have already expressed an interest in attending but if you wish to attend please let me know by email as soon as possible and further details on how to attend will be sent to you nearer the date. All members are welcome to attend but, as with a normal AGM, only full members are eligible to vote.

The rescheduling of the AGM will not affect the 2021 AGM which will be held, circumstances permitting, in May 2021.

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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## Local COVID-19 Alert Levels: IAM RoadSmart activity advice

ALERT LEVEL	TIER 1: MEDIUM	TIER 2: HIGH	TIER 3: VERY HIGH	NOTES
<b>Rules on mixing</b>	Rule of 6 persons in total from different households	No mixing of households anywhere indoors. Mixing outdoors – rule of 6 applies	No mixing of households in any setting.	Rules: Wash Hands; Cover Face; Make Space
<b>Travel</b>	No travel restrictions within area. Avoid travel into Local Covid Alert Level Very High areas where possible.	May continue to travel to open venues but reduce number of journeys where possible. Avoid travel into Local Covid Alert Level Very High areas where possible.	May continue to travel to open venues but reduce number of journeys where possible. Avoid travel where possible in and out of the affected area with exceptions including work and school.	In deciding which tier of restrictions applies then the location of both the assessor and candidate is considered. The highest rated location of the tier decides the viability of the assessment taking place.
<b>Shopping &amp; retail</b>	Shops, cafes and restaurants all open in Covid secure premises.	Shops, cafes and restaurants all open in Covid secure premises.	Shops, cafes and restaurants open in Covid secure premises. Bars and pubs closed.	Rules: Wash Hands; Cover Face; Make Space
<b>IAM RoadSmart Motorcycle activity</b>	<b>YES - With all parties in agreement</b>	<b>YES - With all parties in agreement</b>	<b>NO</b>	Rules: Wash Hands; Cover Face; Make Space <b>Follow the IAM RoadSmart COVID-19 Restart Guidance</b>
<b>IAM RoadSmart Car activity</b>	<b>YES - With all parties in agreement</b>	<b>NO</b>	<b>NO</b>	Rules: Wash Hands; Cover Face; Make Space <b>Follow the IAM RoadSmart COVID-19 Restart Guidance</b>

## **From the Editor**

Are you, like me, confused by the almost constant changing of the rules concerning the current Covid situation? It seems that almost every day the rules governing meeting with other people are changing so much so that not even the Prime Minister was sure of the latest rules.

We now have the “Three Tier” system in operation. How this affects our activities with our associates are shown in the table on page 3. Will we end up having a full lockdown before Christmas and will a vaccine be developed soon? Time will tell.

For the first time since it became available I’ve had flu jab. I never felt I needed one up to now but with the current situation thought it was better safe than sorry. I actually had to wait longer in the waiting room than the injection took. My arm was a little sore for a few days but its fine now.

The committee have been having our monthly meeting by video conferencing for several months now and it all seems to going well but next month will be a big test as we will be holding our AGM by means of a video conference using the same software. David Rushfirth has worked hard to set this up so let us hope that we have a successful meeting.

It is highly unlikely that we’ll be having any further social meetings this year and probably well into next year but we hope to restart as soon as possible once the restrictions are lifted.

There is one piece of personal good news in that we are now grandparents for the second time as our latest grandson was born in early October. He missed being born on his great grandmother’s birthday by a few days. We are both looking forward to getting to know him better.

### **Keith**

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

### New Associates

Jasen France, James Nicholson

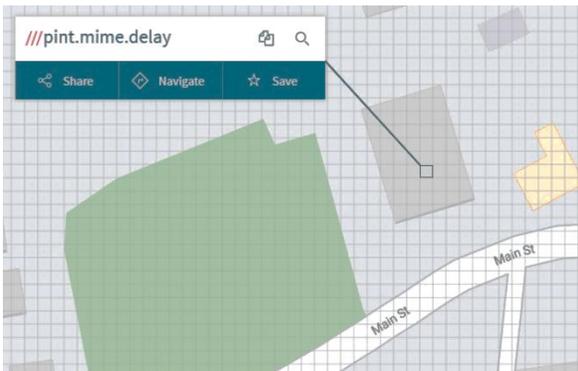
# Congratulations

No tests this month.

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### What3Words

You may have heard of the What3words app for your mobile phone but what is it and what does it do? One thing it isn't is a navigation system but is more of a global addressing system allowing you to communicate your exact position to anyone trying to locate you, for example if you were injured up a hillside it would allow the emergency services to locate your exact position.



The system has divided the world into 3 metre squares and each square has been given three randomly chosen words to uniquely identify it. As an example, one of the three word sets to locate the Carlton club is “pint.mime.delay” which would locate you somewhere near the entrance to the club.

So if you needed help all you'd need to do is call the emergency services, assuming you had a mobile phone signal, quote the three words from the app on your phone and they'd be able to locate you and rush to your aid.

For more information visit <https://what3words.com>

# 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)**

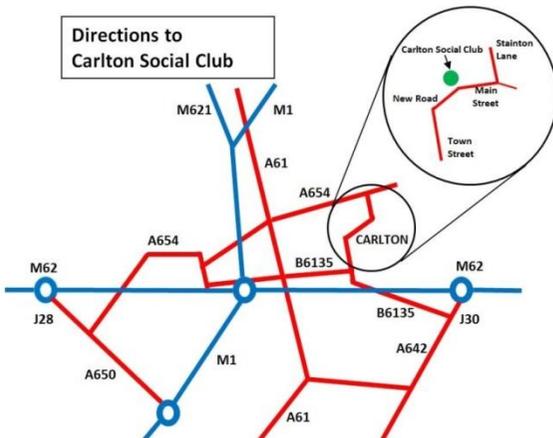
Mid Yorkshire Advanced Motorists (MYAM) is committed to looking after the information that it holds on behalf of its members in a way that complies with the General Data Protection Regulations (GDPR).

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.

# Masters Reality

A recent encounter with a group member who expressed an interest in doing the IAM Masters test brought to light an interesting misconception which I will come to. It is first pertinent to give a very brief summary of how the Masters test came about.

The test evolved out of the former Special Assessment, which I first took in 2007. Special Assessment was, as the name implies, just an assessment. It was not a test to either pass or fail. Discussing the outcome of my assessment with Chris Tatlow, the Staff Examiner who conducted the test, I suggested SA was a real gem, providing a real challenge to accomplished drivers. Chris advanced the view it ought to be a formal test, that candidates would either pass or fail. I agreed, and as the RGC and Staff Examiner for the region we started to agitate for that change. It was a long haul, which very nearly ended in failure, that led to the launch of the Masters in 2013.

The concept was really quite simple. In the same way as the Advanced Test is based on the police Standard Course, so the Masters derives its standard from the police Advanced Course. The principal difference was that in both tests all those elements that were specific only to police driving were removed. Just as a single traffic offence will lead to a failure in the Advanced Test, so it will in a Masters test. It follows that any breach of a speed limit will initiate a failure. The Masters test had to be done to the same high standard as would be expected of a police traffic officer but entirely within the law.

I agreed to give the member who approached me a couple of hours in a taster session to give a better idea of what the test was about and what was required. For the first half hour or so I merely watched, and the driving was not too good. We stopped for an initial debrief and at this point the misconception was revealed. In talking to other group members about the test he had been led to believe the test was all about speed. He was trying to drive rather faster than he was used to and, as always happens, the quality slips. In this case it slipped rather badly, and prior experience told me this member could do much better. Once the misconception was scotched, the quality of the drive improved markedly. Be in no doubt this is not about speed, it is entirely about skill and ability demonstrated by making progress where it is safe to do so. There is a world of difference between speed and making progress.

The Masters demands observation, assessment and planning of the highest order. The progress will follow from developing those skills, but it will not necessarily involve high speed, often quite the opposite. Imagine you are approaching a roundabout with fairly

open views giving the chance to observe traffic and developments. Making progress may involve reducing speed earlier and using sharp observations to arrive at the roundabout at the same time as a gap so as to blend in with the traffic in circuit within stopping. I imagine we have all achieved that sort of manoeuvre at some point and felt very satisfied with how it went. We made progress, unobtrusively, and within the speed limit. The Masters is about developing your ability in such a way as to make that sort of thing happen as often as possible. It is about applying concentration and skill to drive to the very highest standard. It is about delivering a drive that is not only safe and competent to advanced standard, but is such as to engage the observer, the examiner if you like, in a drive so accomplished that it simply an absolute pleasure to watch.

It is not easy. It is not for everyone. It is for enthusiastic drivers seeking to develop and demonstrate the highest achievement. It was aimed at inducing observers in particular to improve their skill. That it proved popular is indisputable, raising the takers from perhaps a couple of dozen a year for Special Assessment to the hundreds for the Masters test. It is without peer as the most demanding test available to civilian drivers. Sadly it is now rather expensive, both as a mentored course and a test only, raising questions as to whether at IAM RoadSmart is quite as interested in the quality of its volunteer workforce as it might, or should, be.

For members with the interest and dedication to go for it, it is a very satisfying experience.

## David Stringer



### OOPs

We heard a loud bang that came from outside our office in Keighley. An articulated lorry had failed to negotiate the roundabout, turned over and deposited its load over the road.

It provided us with some lunchtime “entertainment” watching the recovery services righting the vehicle. They made it look easy!

## Are You Adequately Insured?

Do you use you occasionally have to use your car for work purposes? When I was at work, initially we had two sites and people used to transport work related items between the sites in their own cars and got paid a standard mileage allowance for doing so. Now this is OK provided your insurance covers you. Quite often it's included as standard but not always. I used to take items between the sites or occasionally to other local companies for testing. For longer journeys we always had hire cars arranged for us. When I changed my insurance company this cover was not included in the new policy so it was either get someone else to transport the items or get the company to arrange a hire car.

It's important to ensure you are adequately covered as in the event of an accident your insurance company could refuse the claim. This could be very important as a friend of mine discovered in the early 80s. He worked for a company that were working on remotely piloted aircraft and had subcontracted the design and manufacture of some electronic modules to an outside company. He had to visit them to check on progress and while he was there they told him that the modules were ready and he could take them with him on his return journey. He was using his own car, a six month old MG Metro Turbo, which was covered by his insurance for work use. More importantly he had the written permission to use his car from the company.

He loaded the modules into the boot, about £30,000 worth, and set off. He's not entirely sure exactly what happened but on a dual carriageway the car failed to negotiate a bend, crossed the central reservation, missing the oncoming traffic, and did a nose dive into a ditch. The people who stopped managed to drag him out just before the car burst into flames. The fire was so intense that when they came to tow the car away they had to fit new wheels as the alloy wheels had melted. Not only were the wheels destroyed but so was the equipment in the boot along with all the paperwork. He suffered a broken arm and a head injury that required some surgery and was unable to drive for about six months.

He was fortunate that he had permission from his company to use his car meaning he was insured for the accident although there was some argument as to whose insurance covered the loss of the equipment, his company or the supplying company.

So if you do use your car on your employers business, please make sure you are adequately insured to do so.

## **Fiesta XR2 versus MG Metro Turbo**

On the previous page I mentioned my friend who had an MG Metro Turbo. He bought it at about the same time I bought my Fiesta XR2 in 1983 so it was no surprise that we compared the two cars. On paper they are very similar with price, top speed, 0 – 60 time, engine power, fuel consumption etc. being comparable. But what were they like on the road? We drove each other's cars and compared them. I came to the conclusion that I had made the right decision. The Fiesta was better finished with less exposed internal metal work, the driving position was much more relaxed, the Metro driving position was very similar to the Mini – a bit like driving a bus. The drive in the Fiesta was also more refined.

I believe that the Metro Turbo was put together quickly with several compromises, one of which was not to uprate the gearbox enough to cope with the extra power. This was borne out later as his second Metro Turbo, which replaced the written off car, was traded in with a worn out gearbox. Someone else at work with a Metro Turbo needed a new gearbox. Fiesta 1 – Metro nil!

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## **Obscured by Clouds**

No not the 1972 Pink Floyd album but about ten years ago when I was on my way to work I spotted this photo opportunity. I had several alternative routes most of them cross country to avoid the main roads. The route was up and down hill and one morning at the top of a hill I just had to stop and take this photo (actually it's several photos stitched together as a panoramic picture). In the valley below the cloud is Keighley.



When I lived in Beaumaris on Anglesey the house I lived in overlooked the Menai Straits onto the mainland. At times I could see a layer of fog just above the A55 with the hills poking out above the cloud.

# World Reflexology Week

It is generally acknowledged that if possible it's better to stay active when suffering with back problems rather than spending prolonged periods of time lying in bed. Regular physical exercise which involves moving the back, neck and shoulders is an ideal way to strengthen the muscles and keep joints mobile. Unfortunately for many who drive for long periods this means more time sat in the same position and less movement which can have a knock on effects on our neck, spine, shoulders and hips. Over time this might lead to poor posture and pain. To mark the recent World Reflexology Week, Kate Mulliss from the Association of Reflexologists has pulled some tips together for all drivers whether you currently experience any back issues or not.

- Empty out the back pockets of your trousers or jackets. Sitting on items such as your wallet, keys or phone can move your spine out of alignment and can also be very uncomfortable.
- Adjust the back of your car seat to touch the back of your bottom and the back of your shoulders. The seat will need to have a slight incline backwards which will support the natural inward curve of your back. Reclining the seat too far back can strain your neck and head as you will keep having to lean forward to see out of your windscreen. It pays to take some extra time to position yourself correctly, especially if taking long drives.
- Your headrest should be adjusted so that the back mid-section of your head meets the middle of the cushion when you rest your head back.
- Position your steering wheel if possible, by moving it up or down, to a position that suits you best and so your hands sit at about 10 to 2 on wheel. Sit close enough to the wheel to have a soft bend in your elbows. Sitting too far away can cause you to reach too far, which puts more pressure and stress on the spine, neck, shoulder, and wrists.
- Position your rear view and wing mirrors correctly, so you do not need to strain your neck by pulling it forward to look and see behind you safely.
- Your back muscles can tighten and stiffen when seated in the same position for too long so be sure to take regular breaks. You should aim to take a 15-minute break at least every two hours or 100 miles. Use this time to move around and

stretch. Breaks can improve your posture throughout the journey and your concentration.

If you feel that you have ongoing back issues, it is advised that you see a doctor because there could be other factors affecting your back.

Kate Mulliss from the Association of Reflexologists demonstrates a selection of hand techniques which drivers may find helpful. To watch their video please click here:

<https://www.youtube.com/watch?v=hu3HgtiGO1Q&feature=youtu.be>

For further tips please read our Ergonomics leaflet: [IAM RoadSmart Ergonomics Leaflet](#)

## Getting your car squeaky clean

As summer has drawn to an end, there may be a few things you want to get ticked off your to-do-list before the cold weather kicks and the nights get darker. Giving your car a good pre-winter wash down maybe one of the things. IAM RoadSmart's Richard Gladman, Head of Driving & Riding Standards gives us some handy tips on getting our cars squeaky clean.

- **Car shampoo:** It's important to use a proper car shampoo and NOT washing up liquid. To start, fill a bucket with hot water (this will save your hands from freezing off), and use a few caps of shampoo, try not to overdo the shampoo – if you use too much, you'll have lots of streaks.
- **Hose down the car:** Get the entire body wet, this will soften the grime making it easier to wash off. Soak stubborn marks or debris for a little while longer, such as bird droppings, as it may not shift for a while. Sponges: It's easy to get your hands on sponges these days and they are fairly cheap. Make sure to replace any that are falling apart. Ideally keep two buckets, one with the wash solution and another of just water to rinse the sponge (the grit will be in the bucket, which just has water in it) make sure to rinse the sponge often.
- **The washing process:** Start at the roof and work your way down to the wheels. This means all the dirt runs down and off the car, instead of dripping onto the bits you've just cleaned. Be sure to rinse off all the shampoo and finish off with a chamois leather or a microfibre cloth to dry the car.
- **Polish:** This part is optional, but if you polish your car, be sure to choose a polish which is suitable for the paintwork of your car. The shine will last even longer as the polish acts as a barrier between the paint and the dirt. Regular washing will keep the car looking new for longer!

- Seats and carpets: Give the seats and carpets a good vacuum using the best attachment you have for those hard to reach areas. You may even find a pound or two down there.
- Wiping down the interior: Use a cloth and glass cleaning spray when cleaning the windows. Use a dashboard cleaner or wipes on the dashboard, steering wheel, gear stick, handles and other touch-points. These days it's also worth a thorough wipe down with an anti-bacterial spray. You may want to do this on a regular basis, to avoid the spread of germs.

Richard adds: "Washing and cleaning the car can be a tedious job for many it is a great way to burn the calories especially if you include polishing. Once you have done the job, step back, admire your work, give yourself a pat on the back and tick it off your list."

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## Cycle Crime Prevention



Are you doing everything you can to keep your bike secure?

Cycles are a popular target for thieves because they can so easily be stolen and sold on.

To improve the chances of recovering your bike if it is stolen, follow these tips:

- **SNAP IT** – Take a photo of your bike and any identifiable parts. It is also a good idea to have a photo of you with your bike.
- **FLIP IT** – Turn your bike upside down, over 90% of bikes have a frame or serial number under the crank near the pedals.
- **SAVE IT** – Make a record of your serial number. Write it down or take a photograph of it and keep it in a safe place.
- **MARK IT** – Use a third party marking company like Bike Register, which adds the bike to a National Cycle Database.

See our [new cycle crime prevention campaign for more information](#).

# And Finally.....

A Bolivian priest and a Bolivian Coach Driver both died at the same time and approached the pearly gates where St Peter was waiting for them. St Peter opened the gates and allowed the Coach Driver into heaven but asked the priest to wait at the outside of the gates.

An hour later St Peter returned to the gates to find a rather indignant priest who asked him why he had allowed a lowly Coach Driver into heaven but not him. St Peter replied that priority was given to those who had managed to get people to pray and that due to the way the coach driver drove his coach on the narrow mountainous roads with steep drops at the side in Bolivia he had managed to get more people to start praying than the priest had ever done.

**Graham Crawshaw**

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## **This Month's Teaser**

The Romans built around 2000 miles of roads during the 400 or so years they occupied Britain but which of those roads is the longest?

## **Last Month's Teaser**

Last month I asked "Which was the first National Park in the UK and when was it established?" In April 1951 the Peak District was the first of the current fourteen National Parks in the UK.

# Your Committee

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Youth Liaison	David Speight		
Speaker Secretary	David Speight		
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Newsletter Editor	Keith Wevill	01274 815281	myam.newsletter(at)outlook.com
Chief Observer	David Rushfirth	See above	myam.webmaster(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

**David Speight has taken on the role of Speaker Secretary but we still need a minutes secretary for our committee meetings. Please contact any member of the committee if you are interested this position.**