

# ARE WE THERE YET?

Mid Yorkshire Advanced Motorists Newsletter

November 2021

**iam**  
RoadSmart

Group Number 4178  
Registered Charity Number 1053843

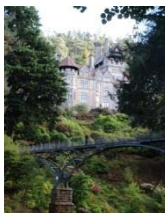




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### **Cover Photo – Cragside**

A view of the house of industrial magnate William Armstrong, with the “Iron Bridge” in the foreground. The house is noted for being one of the first houses to have electricity installed along with many appliances now common in our homes.

## Forthcoming Gatherings and Events

<b>Monday 1st November 8pm</b>	<b>MYAM Social Evening</b> Steve Ellis, our new Area Service Delivery Manager will introduce himself	Carlton Social Club Main Street Carlton WF3 3RW
<b>Monday 6th December 8pm</b>	<b>MYAM Social Evening</b> Christmas Quiz and Buffet	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 an interesting talk 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.



Petrol Advertising 1910s style

## From the Editor

It was good to be back at the Carlton Social Club for the AGM and the EGM with a good turnout including members of the Skipton and Craven group who are to merge with MYAM once the formalities are sorted out. This means we have increased the area we cover by about a third but as Bob Rowles said, the Skipton area is populated by more sheep than people! You can see the extent of our expanded area in the map on page 14.

We have two more meetings this year and hopefully we'll be able to hold them in spite of rising Covid numbers. However one thing the reports on TV do not show is the age distribution of these cases and how many have had both vaccinations. I suspect many of the cases are younger people some of whom have not, for one reason or another, been vaccinated. I'm looking forward to getting my booster jab, hopefully some time in November.

Our next meeting is with our new Area Service Delivery Manager, Steve Ellis, so if you have any questions for him please come along on 1st November.

And as usual our December meeting is the annual Quiz with a raffle and buffet. The questions were originally ready for last December so, being environmentally friendly I'll recycle them this year. You can rest assured that Caroline and David have not seen any of the questions, let alone the answers. It's always difficult when setting the questions as I think "Ah yes David will know that one". Hopefully I've found questions that will challenge him. Mind you when I look at some of the questions, months after writing them I don't always know the answers!

**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

Sharon Dhillion, Jane Beaumont, Elizabeth Gostick

# Congratulations

**On passing the Advanced Test**

**Peter Letts**

.....

## **London Transport**

London Transport a few years ago had posters on the underground with photos of landmarks in London with drawings of different people from the past.

One of these showed the photo of the Tower of London with a drawing of Henry VIII with the speech coming out of his mouth "A return to the Tower" under which someone had written "And a single for the missus"!

## **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.

# 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)**

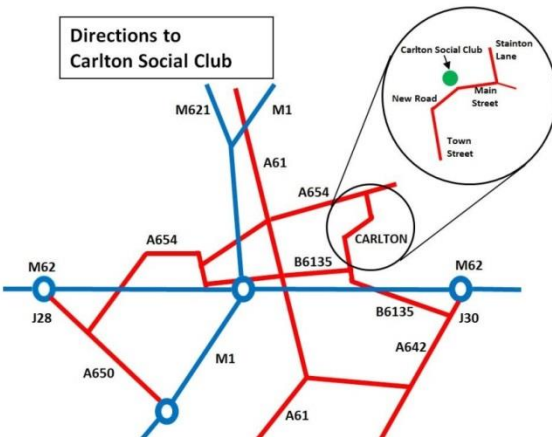
Mid Yorkshire Advanced Motorists (MYAM) is committed to looking after the information that it holds on behalf of its members in a way that complies with the General Data Protection Regulations (GDPR).

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.

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.

## 2021 AGM and EGM 4th October

I am writing to thank all those Members who came along to the “face-to-face” AGM, which was held on the 4th October at the Carlton Social Club. Over twenty Members of MYAM attended the meeting, along with two guests from the Skipton & Craven Group (the Secretary and the Chief Observer) and one other guest. It was lovely to see so many people at the meeting, and because of the size of the room, those who preferred to keep a “social distance” were able to do so.

An excellent buffet was provided by our usual caterer (Debby’s Place), and it gave the Committee and Members the opportunity of meeting up and gave most people the chance to catch up with old friends and new gossip!

It was so good to be able to report that, in spite of the problems caused by Covid-19, your Committee had continued to work behind the scenes, and that we are picking up the pieces and heading towards another successful year.

With regard to the EGM, as had been explained in an earlier newsletter article, the Members were being asked to vote and agree to a merger of the Skipton & Craven Group with MYAM. This had been necessary because Skipton & Craven could no longer form a committee, and they had therefore asked to merge with MYAM. Bob Rowles, Chief Observer and long-standing Trustee of Skipton & Craven Group, attended the EGM and explained the situation. Obviously, the MYAM Committee were very sorry to see an old-established Group close, but we were pleased to welcome the Skipton & Craven Members to our Group. A vote was taken, and I am pleased to say that Skipton & Craven was welcomed into the MYAM area.

However, it must be pointed out that the merger has increased the MYAM area substantially, as you will see from the map in this newsletter. As a result, we will need much more support in the form of Local and National Observers. This will enable us to service any new Associates and increase our representation in the north-west area. If anyone is interested in becoming an Observer, please contact Chris Marrison (the MYAM Chief Observer) on [myam.chiefobserver@outlook.com](mailto:myam.chiefobserver@outlook.com)

We have now decided to hold the November and December meetings at the Carlton Social Club, and it would be lovely to see more people there. If you wish to wear a face-mask and keep a social distance, we quite understand and respect your wishes. However, I hope to see more people there, and please remember that guests (spouses, partners, friends, etc.) are all welcome at these meetings.

At the November meeting, the speaker will be our Area Service Delivery Manager, Steve Ellis. I had hoped that Steve would be in a position to speak to us about the recent changes to the Highway Code and/or “Smart” and “Managed” Motorways. However, I am told that Steve is not in a position to speak on either of those subjects, and so we will wait and be surprised on the evening.



The December meeting will be a purely social evening with a “demon” quiz (organised by our newsletter editor, Keith Wevill), a raffle, and a buffet to allow us to “chat & chew” with old and new friends. In order to assist with catering, I would be grateful if you could let me know (at [myam.chairman@outlook.com](mailto:myam.chairman@outlook.com)) whether you are coming to the event and how many guests you are bringing with you. Please also let me know if you have any special dietary requirements.

We look forward to seeing you on the 1st November and on the 6th December. Please do come along!

## **Secretary’s Report**

This has been a relatively quiet year on ‘Secretarial’ matters. There have been no changes to the rules of the Group, 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 was £224) and so we continue to request that all members who were able to sign up for Direct Debit and Gift Aid.

**Paul Macro**

## **Treasurers Report**

A brief summary of our accounts for the year April 2020 to March 2021.

First of all, a very big thank you to David Stringer, who checks our accounts to ensure that they are compliant: this is a great help to MYAM and much appreciated.

Our income for the past year was £2,960 and our spend was £1,133. This is different to previous years, where we normally spend more than we get in. However, our income was reduced because we didn't receive our usual payments from IAMR for Associates. Normally, we get £31 transferred to us for each new Associate and this stopped as we were unable to undertake any observing in the year. Spend on the caravan was also much lower, as we didn't pay for mileage or servicing; and we also didn't spend anything on equipment. The biggest reduction in costs overall was due to being unable to hold monthly group meetings, attend events or provide training days for observers. However, we continued with producing the Newsletter and also with committee meetings, holding them via video calls.

Thank you to everyone who is paying their subscriptions via GoCardless, this is a great help to MYAM. However, please do check that you have also cancelled any previous standing orders – we still have a few refunds to sort out for people who have paid their subscriptions twice.

And, if you can, please do sign up for Gift Aid for your subscription, as any money we can recover is a help to us too.

**Rosie Bricis, Treasurer**

# Membership Secretary's Report

As at the end of September 2021 there were 308 MYAM Members, of which 228 are Full Members and 82 Associate Members.

Sorted by post code the split is as follows:

Membership Type	Location						
	Bradford (BD)	Halifax (HX)	Harrogate (HG)	Huddersfield (HD)	Leeds (LS)	Wakefield (WF)	Others
Full Members	26	5	22	9	93	63	8
Associate Members	8	0	13	0	37	21	3

The larger than usual number of Associate Members is due to the restrictions placed on observation runs etc. by the Covid situation and although we have slowly started to recommence observation runs with Associate Members it will take quite a few months to work through the back log.

The above numbers include some Full Members and Associate Members who have not renewed their membership of MYAM in 2021. All members are sent reminders of the renewal dates of their MYAM Membership and a further two reminders are sent if a Member has not paid their Membership Subscription on the due date. A final reminder is then sent following which if there is no response the details of the Member are removed from the list of MYAM Members.

We normally have three or four new Associate Members join MYAM each month and the same number of Members who do not renew their MYAM Membership each month and I expect a similar situation to continue until the next AGM.

**Graham Crawshaw - Membership Secretary**

## Chief Observer's Report

As most of you will know, I was appointed as MYAM Chief Observer in February this year taking over from David Rushfirth who stood down from the role at the end of 2020. I would like to personally record my thanks for all the work that David undertook for MYAM and specifically, in relation to his role as Chief Observer and he will certainly be a difficult act to follow.

The first few months in the role was one of establishing what Observer capacity we were likely to have following the 2020 and 2021 lockdowns. Understandably, there were a good number of Observers who expressed concern about returning until they and any Associate had been double vaccinated. It was however pleasing to note that following the changes to the lockdown restrictions in early May, a handful of Observers elected to commence in car-guidance and peer-to-peer Observer training adhering of course to the Covid risk assessment protocol and requirements set out by IAM RoadSmart at the time.

The lifting of restrictions in late May & June saw a further cohort of Observers return and to date we have 14 Observers running a total of 20 Associates. In addition, following the Observer Training Day on 25th September, another 2 Observers have stepped forward and asked to be allocated an Associate.

The Group’s overall Observer numbers are currently as follows:

<b>National Observers</b>	5*
<b>Local Observers</b>	14**
<b>Trainee Local Observers</b>	1

\*Includes 1x National Observer re-training & 1x National Observer long-term illness

\*\*Includes 1x Local Observer who undertakes mid-term/pre-test assessments only

To put the above numbers into context, prior to the first lockdown in March 2020, the Group had 30 active Observers in addition to a number of ‘Skill Check’ Observers. The challenge we now have is how do we increase the number of Observers to support the current Associate numbers?

There are a number of initiatives being considered however, the focus at present is to ensure our existing Observers remain competent and skilled and, in this regard, we held a very successful Observer Training Day last month. This was attended by 14 Observers who were taken through a very informative presentation by the Group President and Local Observer Assessor, David Stringer, on the key competencies required to be both a Local and National Observer. Steve Ellis, our IAM RoadSmart Area Service Deliver Manager, supported with additional input into the presentation. This was then followed by each Observer having an opportunity to practice their skills in peer-to-peer on-road sessions accompanied by a Local Observer Assessor and in the case of 3 lucky Observers, Steve Ellis! The feedback from all the attendees was extremely positive and further training days are being planned for early next year to expand on the subject matter.

In addition to the aforementioned, David Stringer and myself have been running individual on-road Observer refresher sessions and these will continue aligned with the Group’s Local Observer re-assessment programme which requires re-assessment every 5 years.

Finally, I've been asked on a number of occasions when the Sunday 'Skill Check' sessions will be returning! I can confirm that I am currently looking at a number of locations which don't rely on the Group caravan being available but does allow for us to have a 'de-brief' coffee, provides plenty of unrestricted parking, has toilet facilities and is within a reasonable travelling distance for the majority of our Associates. I would hope to be in a position to confirm the location and when we will recommence by the end of the year.

**Chris Marrison**

## **CCTV Confuses T Shirt Logo With Registration Number**

Did you see or read about the Surrey driver who received a fine for driving in a bus lane in Bristol even though they were not in the city on the date of the alleged offence? When they examined the photo that accompanied the notice there was no sign of a car, just a picture of a woman wearing a T shirt bearing the word Knitter.

The CCTV camera had interpreted this as KN19TER, the registration of the man's car. After contacting Bristol council the fine, which had increased from £60 to £90, was cancelled. The alleged offence had occurred in June but the penalty notice hadn't been received until last month which had resulted in the increased amount.

It does raise the point "Does any human being actually look at the photos before a penalty notice is issued?" Alternatively should they be looking for the woman in the picture to fine her for walking in a bus lane!



### **Is your car ready for driving at night?**

During the war many measures had to be taken to minimise the amount of light being sent skyward. No chrome and deflectors to direct light downwards. Must have made night driving very difficult.

## MYAM Service Area

Following the EGM on the 4th October we thought it would be useful to show our members the area covered by the group now that the Skipton and Craven group is to be incorporated into MYAM.

But first a short history of the group. Before MYAM was formed, our area was covered by five car groups, Dewsbury and Batley, Harrogate, Leeds, Skipton and Craven and the Wakefield group. In early 2014 meetings were held between the Dewsbury and Batley, Leeds and Wakefield groups with a view to merging into one group which would make better use of the resources from the individual groups. This merger took place in May 2014 and took the name Mid Yorkshire Advanced Motorists (MYAM). In November 2014 the Harrogate group joined the newly formed group. At the time the Harrogate group joined the social meeting venue changed to the Manor Golf Club, moving to the Carlton Social Club In February 2018.

Earlier this year our chairman, Janice, was contacted by a member of the Skipton and Craven group committee who said that the group was in danger of folding and would it be possible to merge with MYAM. Following the rules set by IAM RoadSmart, EGMs were held by both groups with the result that the Skipton and Craven group will soon be part of MYAM.

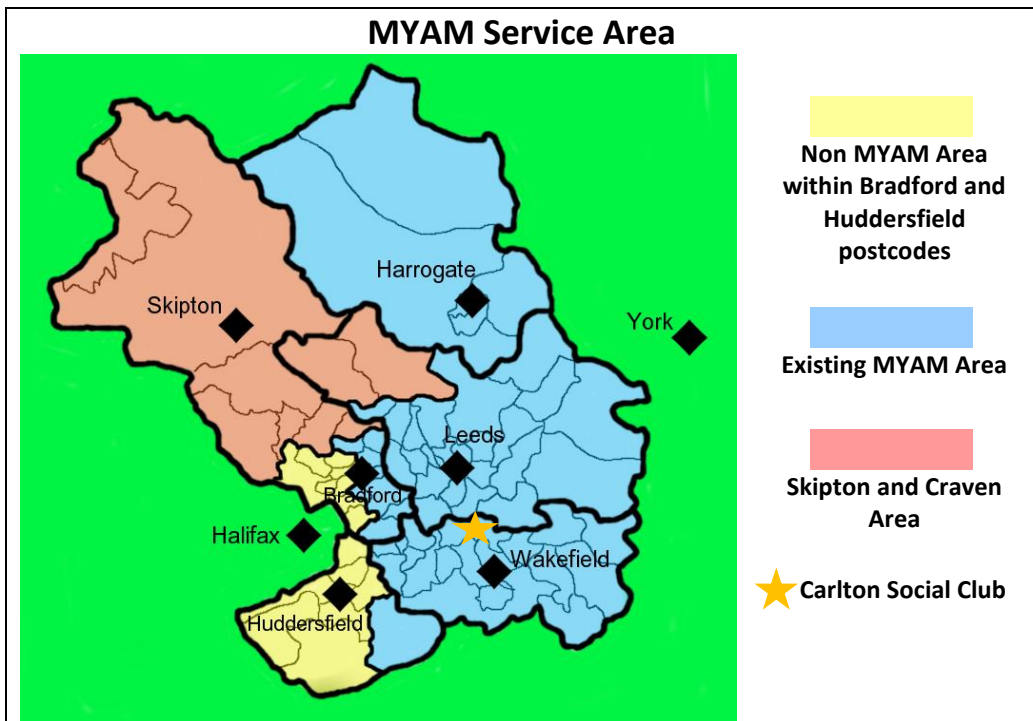
The area a group covers is usually the whole of a postcode area e.g. Harrogate group covered the HG postcode area. When you apply to IAM RoadSmart for membership you would be directed to the group that covers your postcode although around the border between a neighbouring group there is some leeway as to which group you can be a member of.

You can find out what group covers a particular post code on the IAM RoadSmart website. [Find Your Local IAM RoadSmart Group | IAM RoadSmart](#).

Our expanded area now covers all Harrogate (HG), Leeds (LS) and Wakefield (WF) postcodes plus most of the Bradford (BD) postcode area and one Huddersfield (HD) postcode, which we appear to have inherited following the demise of the Huddersfield group.

The map on the following page shows the area covered by the previous MYAM group and the area covered by the Skipton and Craven group with the thicker lines indicating the boundaries of the postcode areas and the thinnest lines indicating the individual postcode areas. The area is roughly equivalent to the Leeds and Bradford OS map 104.

Interestingly I live in a Bradford postcode that is not covered by MYAM. When I put my postcode into the link above I get the Bury and Rochdale group or the Skipton and Craven group. I think I'll stick with the MYAM group. (As newsletter editor I don't think Janice would let me change group!)



Not all groups have social meetings but we feel that it is important to have the option of direct contact with our members. Because of the size of the area covered by our group it is difficult to find a venue that is convenient for all our members and one that is suitable for our meetings. Four years ago, following an extensive search, we chose the Carlton Social Club which may not be convenient for some of our members but it does have all the facilities we need for our social meetings.

It is possible that we may be able to stream future social meetings over the internet from the club. Watch this space.

**Keith**

## LED Lighting

Have you noticed the change in vehicle headlights? Back in the 50s and 60s the standard lights were normal filament light bulbs which gave an adequate light for the time but the light was slightly yellow. As the 60s progressed halogen bulbs became available. One of the problems with the standard filament light bulb was that material from the filament evaporated and was deposited on the glass which caused a reduction in the light output. In the halogen bulb the filament runs hotter, giving a whiter light and the halogen gas within the bulb causes any material evaporated from the filament to be re-deposited onto the filament.

The halogen bulb reigned supreme for many years becoming the standard fitment on most vehicles. In the early 1990s a new type of headlamp bulb was introduced – the High Intensity Discharge (HID) bulb. This uses a discharge in Xenon gas to produce a bluish white light. These bulbs are more efficient than their halogen predecessors as well as providing a greater light output. However when fitted to a vehicle certain additional requirements have to be met. These include a self-levelling system to prevent dazzling oncoming traffic and a headlamp washing system. Modern cars have to be fitted with a driver controlled headlamp levelling system but in a car with Xenon headlights this control is missing as the levelling system is automatically controlled by sensors on the suspension.

In spite of being more efficient than previous headlights this efficiency comes at a price, literally, as replacement HID bulbs are significantly more expensive but they are claimed to last longer.

The most recent development is the LED headlight. If you look in most cars these days you'll find most of the controls and the instrument panel are illuminated by LEDs as they are cheap and generally will last the life of the car. The LED headlight, like the Xenon headlight, gives a bright white light and like Xenon headlights they also require a self levelling and headlamp washing systems to be fitted.

LED lighting is now common in our homes especially since most incandescent light bulbs have been banned from sale. We have changed virtually all our light bulbs in our house to LED including LED equivalents to fluorescent tubes. Our garage had a couple of fluorescent tubes which must have been around 30 years old and took ages to start up, usually meaning that if you went into the garage to get something by the time you were leaving the lights had just about lit up. Since changing to LED the lights come on instantly. I've done a spreadsheet for the lighting and I reckon than after fitting LEDs we are using about 20% of the power for lighting compared to when we moved in in 2001 in spite of having more lights in the house.

## Beamish, Cragside and the Petrol Crisis

Back in 2019 Caroline and I, along with my brother and his wife, visited Beamish, The Living Museum of the North. Although Caroline and I have visited the museum several times, there's always something new to see but on this occasion we didn't manage to see all the exhibits. We decided that we all should make another visit but this time we would stay at a nearby hotel enabling us to spend the whole day at the museum and as a bonus on the following day we'd journey further north and visit Cragside, the National Trust property. So the hotel was booked and the visit set for May 2020. You can guess what happened next. Fortunately the hotel let us change the booking to May 2021 and then to September 2021.

Come September this year we were all set to go when the petrol crisis struck. There was the added complication that I was going to a Vintage Radio show near Leamington Spa the day before we were due to set off. I worked out that the total combined mileage for the

There wouldn't be a petrol shortage if people weren't filling up their tanks.



journey would be around 650 miles, about 330 for the Leamington trip and 320 for the Beamish/Cragside trip. I'd need to fill up at least once on the journey.

First problem was to fill up. Fortunately the queue at the local supermarket wasn't too long and shortened quickly as there was no diesel. With a full tank of petrol the trip computer said the range was 375 miles, enough to get to Leamington and back.

Sunday morning set off onto the M62, cruise control on and set to around 60mph. As I joined the M1 the range had increased to 400 miles. Driving down the M1 at the same speed the range peaked at 450 miles. I was going to pick up a friend in Birmingham on the way to the show and as I drove through south Birmingham the range started dropping rapidly, increasing slightly as we drove out of Birmingham to Leamington. On the return journey I decided I'd need to fill up ready for the journey up north but where was the best place to fill up. I couldn't be sure that I could fill up at the supermarket so broke the habit of a lifetime and filled up at Woodall motorway services when the range left in the tank equalled the distance travelled. No queue and filled up at an extortionate price, but I had a full tank and the trip computer said I had a range of 590 miles. Not bad I thought, for a petrol car. It actually peaked at 605 miles on the way back dropping to 485 miles by the time I'd reached home. This meant we could resort to plan A, Beamish and Cragside. Plan B was to miss out on the Cragside leg of the journey if there was insufficient range. I calculated I'd achieved just over 43mpg on that trip, the best I've ever seen for the car.



Therefore on Monday afternoon we set off at a fairly steady speed with cruise control engaged arriving at the hotel in time to have a leisurely walk around the grounds and dinner. Tuesday was a short drive to the museum with another short drive for our evening meal.

Wednesday, 40 miles to Cragside, the impressive house built by the industrial magnate William Armstrong and the first house in the UK to be lit by electricity, with the attraction of the National Trust cream teas. Because we'd a table booked for dinner that evening we had to set off around 2:30 for the 150 mile journey home but this meant we would encounter the M62 car park during rush hour but with a range of around 300 miles I was confident we could make it without having to refuel. Yes we did hit slow moving traffic on the M62 but it wasn't as bad as I anticipated and we arrived home around 5:30 with 95 miles of fuel left in the tank according to the trip computer.

On the following Saturday I filled up at a different supermarket, without having to queue, and the second part of the trip achieved 39.8mpg. Overall I covered just under 680 miles and achieved 41.1mpg, which isn't bad for a petrol 4x4 considering the official combined figure is 44.8mpg.

So why was the mpg for the two trips different? This is where you have to realise that your fuel consumption is not constant and depends on a number of factors including speed, time of year, type of journey and loading of the vehicle. I noted that on the motorway at a fairly constant speed the fuel consumption was good, increasing (lower mpg) as I drove in a built up area with constant stop starting. One possible reason for better mpg on the Leamington trip than on the Beamish trip could be because on the first trip there was one person in the car for the majority of the journey but on the Beamish trip there were four of us plus our luggage in the car.

All of these journeys were done with the newer E10 petrol. I noticed one report from the internet in which someone had said their mpg dropped from 55.8mpg to 55.4mpg. They obviously don't realise that mpg is not constant. I was tempted to reply saying my mpg had increased from 27.6mpg to 43mpg with E10 petrol, neglecting to say that the first figure was achieved as a result of several short journeys and the second on a long journey.

The range is usually calculated using the fuel used over the previous 20 or so miles and the fuel level in the tank, so on a long run after a series of short runs you should see the range improve. You should also note that the mpg figure on a typical trip computer tends to over read by about 10%. A more accurate figure is achieved by recording the mileage and fuel each time you fill up. It's then relatively simple to calculate the mpg for the trip. I use a spreadsheet recording the mileage, trip mileage, fuel fill and cost and use these to calculate the trip mpg, overall mpg and cost per mile.

# Automatic for the people – could this be the end of the manual driving licence?

New research by IAM RoadSmart, the UK's largest independent road safety charity, has revealed how the 'green agenda' is radically influencing driving attitudes of young people aged 17-24.

The ban of new petrol and diesel vehicle sales from 2030, and the absence of manual gearboxes in electric vehicles, has prompted 61% of the 1,000 young drivers surveyed to tell IAM RoadSmart that they plan to apply for an automatic-only driving licence.

The green agenda is also translating into expected buying behaviours, as 81% of respondents stated they were likely to purchase an electric vehicle as their next car. Only a very small number (5%) declared they were very unlikely to purchase an electric vehicle.

Interestingly, the survey also revealed more about the prospective buying habits of younger drivers with 51% saying that when it comes to buying a new car, they will save the money and pay upfront, with 17% stating they would use car finance and only 10% were in favour of getting a bank loan.

Neil Greig, Director of Policy and Research at IAM RoadSmart, commented: "Our research highlights how young people are being proactive, not reactive to climate issues and the changes to the automotive industry set to come by 2030, which is great to see.

"What these figures demonstrate is that the traditional split between manual and automatic driving licences is becoming less and less relevant to modern motoring. It's time that this artificial distinction was ditched as part of an overall review of learning to drive that prioritises experience in all traffic conditions over the type of gearbox you have.

"Until things change however, young people need to be aware that manual driving licences will always open up a wider range of job opportunities for them, particularly as the country recovers from the pandemic."

In fact, the acceptance of electric vehicles has charged ahead so much that 70% of young people believed that electric vehicles are simpler to charge, compared to filling a traditional fuel tank, citing similarities to charging a smart phone or tablet as well as safety concerns.

# And Finally.....

If you're not familiar with the work of Steven Wright, he's the famous erudite scientist who once said, "I woke up one morning and all of my stuff had been stolen and replaced by exact duplicates!" His mind tends to see things a bit differently than the rest of us mortals. Here are some of his gems:

1. Borrow money from pessimists - they don't expect it back.
2. 42.7% of all statistics are made up on the spot.
3. A clear conscience is usually the sign of a bad memory.
4. All those who believe in psychokinesis, raise my hand.
5. I almost had a psychic girlfriend, but she left me before we met.
6. How do you tell when you're out of invisible ink?
7. What happens if you get scared half to death twice?
8. My mechanic told me, "I couldn't repair your brakes, so I made your horn louder."
9. Why do psychics have to ask you for your name?
10. Everyone has a photographic memory; some just don't have film.

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## **This Month's Teaser**

On page 14 I mentioned LED lighting but what does LED stand for?

## **Last Month's Teaser**

Last month I asked "What is a Vendace and where in the UK would you be most likely to find one?" The Vendace is a rare fish and can be found in the Lake District.

# 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.