

ARE WE THERE YET?

*Change of Venue for
Social Meetings.
See page 7*

Mid Yorkshire Advanced Motorists Newsletter

September 2022

iam
RoadSmart

Group Number 4178
Registered Charity Number 1053843





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Cover Photo – Haymaking

It's been haymaking season near us and this is my father-in-law's old tractor in the process of making the bales with an often temperamental baler. This is the easy part, the harder part is shifting all the bales into a trailer then shifting them into the hay loft!

Forthcoming Gatherings and Events

**Monday 5th
September
8pm**

**Are You and Your Car
Ready for Winter?**

Birkenshaw Liberal Club
10 Croft Street
Birkenshaw BD11 2HT

**Monday 3rd
October
8pm**

**Tony Dyson of
Kia Motors**

Birkenshaw Liberal Club

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

Change of Venue for Our Social Meetings

We have been looking for an alternative venue for our social meetings that is closer to the geographical centre to our, now expanded, group. It is not easy to find suitable venues which have a suitable room, adequate parking, are reasonably priced and do not involve excessively long journeys for members who attend the meetings.

After visiting possible venues the committee have decided to move our social meetings to the Birkenshaw Liberal Club as from the September social meeting. Some of you may have visited the Club as it was the venue for the West Yorkshire Advanced Motorcyclists meetings.

Be aware that there are two entrances to the car park, one from Town Street and one from Old Lane. If you are using Sat Nav it will probably direct you to the Town Street entrance which is currently “pothole city” and may cause damage to your suspension. The better route is to use the Old Lane entrance which, although there are a few potholes, is not as bad as the other entrance.

Full details of the location are on page 7.

From the Editor

There's quite a mixed bag this month, the main news being our change of venue for our social meetings. With our expanded group this venue is closer to the geographical centre of our area.

There's also the sad news of the death of Paddy Hopkirk. At our meeting in September 2019 he kept us all enthralled and entertained with his stories.

I've also included an item on changes to the phone system which will affect all of us who use the internet and a landline phone.

When I switch on my computer I'm presented with a page of news items which I mostly ignore but occasionally there are a few items with a motoring connection or which may be of interest to our members so I'll save them and summarise them for inclusion in the newsletter.

I'm also a member of a car owners forum where there are often interesting conversations. One of these concerns electric cars and the many issues with them and how they may be "zero emissions" at point of use but how much CO₂ has been created in their manufacture.

There is also the question of how to supply all the power for our "electric" future. As I've said before I do not believe the government has done its calculations and I can foresee future power cuts and restrictions. The Gridwatch website mentioned in the article on page 11 makes interesting viewing and shows how dependant we still are on "fossil" fuels for our energy.

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

Sue Smith - Observer David Stringer

Contacting the Committee

I often get emails from members, usually just after the newsletter has been sent out, asking about their membership, observer status etc. I normally forward these emails to the appropriate committee member but it does add a delay. If you do have any queries please contact the appropriate committee member directly. All contact details are on the Committee page at the end of the newsletter.

One recent query came from a former member asking why money had been taken out of his account when he was no longer a MYAM member. It turned out that this was his IAM RoadSmart subscription over which we have no control. It is appropriate to remind you that to be a member of MYAM you need to be a member of IAM RoadSmart, but you do not have to be a member of MYAM to be an IAM RoadSmart member. The subscriptions to both are independent of each other.

Your MYAM membership lasts for 12 months. Each month our membership secretary checks the status of those members whose subscription is due for renewal, checking that they are still members of IAM RoadSmart. If you have left IAM RoadSmart please let us know and do not forget to cancel your Direct Debit or Standing Order for your MYAM subscription.

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

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 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.



TWITTER We have our own Twitter account which can be found at twitter.com/MYAM4178

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 Birkenshaw Liberal Club

10 Croft Street, Birkenshaw, Bradford, BD11 2HT



From the M62 West leave at Junction 26 and take the A58 towards Leeds. At the second roundabout turn left into Bradford Road (A651) after about 700yds by the George pub, turn right into Town Street. Croft Street is approximately 60yds from the junction (top photo left) but to avoid the potholes carry on up Town Street and turn right into Old Lane. After approximately 100yds turn right into Croft Street (middle picture left between the car and the house next to it).



From Bradford follow the A650. Turn right onto the A651 at the traffic lights just before Tong Academy. Then just after the George pub turn left into Town Street and follow the previous directions.



From the M62 junction 27, take the A650. Turn left onto the A58. After approximately ½ mile turn right into Old Lane After approximately 550yds turn left into Croft Street (bottom picture left).

There is a large car park and the entrance is down the right hand side of the club as shown in the top picture.

Our meetings are held in the function room.



Paddy Hopkirk MBE

14 April 1933 - 21 July 2022

It is with great sadness that we announce the passing of Paddy Hopkirk MBE, former rally driver from Northern Ireland, and Mature Driver Ambassador for IAM RoadSmart since 2016.

Paddy was a loyal, enthusiastic, and hard-working Ambassador for our charity and members and he leaves behind an incredible legacy of motorsport and business success;

he won the Monte Carlo and Acropolis Rallies and was awarded an MBE in the New Year's Honours List 2016 to recognise his achievements in motorsport and education. He showed great commitment and passion for passing his knowledge on, and he made a particular impression on young drivers.

Paddy passed away peacefully at Stoke Mandeville Hospital in Buckinghamshire on Thursday 21 July 2022, and he will be greatly missed by friends, family and colleagues.

Paddy was the speaker at our September 2019 meeting and kept all of us entertained with his stories about his involvement with motor sport.

Jerry Burns

We have also been informed of the death of Jerry Burns. Jerry was a police officer and was on the committee of the Wakefield Group, He resigned from the committee when he became an IAM examiner for the Yorkshire region.

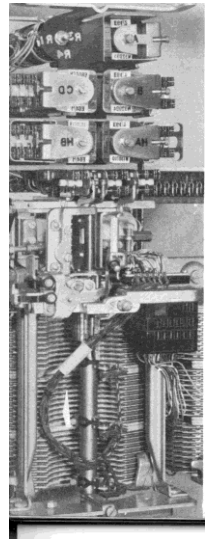
Jerry retired on grounds of ill health. His funeral was on 16th August at Wakefield Cemetery.

VOIP - Voice Over Internet Protocol

You may, or may not, have recently noticed a lot of activity by BT Openreach, and companies working for them, installing new cables alongside the existing telephone cables. What is this all about?

It's all part of the latest update to the UK telephone system which affects the way we receive our landline telephone and internet services.

Back in the early days of the telephone system to make a call to another telephone you called the operator who connected you. The system whereby you could dial a number directly came about when a undertaker, Almon Strowger, discovered that calls were being directed to a rival undertaker by an operator who was the wife of his rival. The system used electromechanical switches, as shown in the picture, to direct your call. This system remained in use for many years but required large buildings to accommodate all the switches.



In the 1960s and 70s electronic exchanges were developed and these gradually took over from the electromechanical exchanges. They also improved the speech quality over long distance lines. There were several versions of the electronic exchange introduced ultimately improving the reliability of the calls. One noticeable feature was the introduction of tone dialling using push buttons and a series of tones to represent the dialled number rather than the older dial although the system had to cope with both dialling methods.

In the 1990s the internet came into general use, using the phone network to connect computers to each other. Who remembers the old dial up modem running at speeds up to 56 kilobits per second, taking ages to download data? As the data used audio signals it would tie up a phone line for the duration of your connection. Higher internet speeds required a different system which added additional signals to the phone line above the audible frequency range. This allowed not only higher internet speeds but also meant the phone line could be used for phone calls at the same time. Improvements to these additional signals resulted in significantly higher internet speeds.

However the internet was still delivered over the same lines that provided your landline connection. As they weren't originally designed for internet use, the performance could be very variable with speeds varying, dependent on the distance from the exchange.

As part of a major upgrade to the phone system phone and internet services are being integrated with fibre connection from the exchange directly to your house. This replaces the copper wires currently used by the majority of users in a system known as **VOIP (Voice Over Internet Protocol)**. With this system the phone voice signals are converted to an internet signal. This does mean that changes will be needed in your home. Currently the phone line enters your house to a master socket to which you connect your land line phone. The master socket can also contain a filter to separate the internet signals which are then fed to your modem.

With the new system the fibre cable enters your house and is connected to a new modem. This can then be connected to your computer to connect it to the internet. The modem will also have a socket to plug your phone into. Once set up you should be able to make landline phone calls as normal. The aim is to make the changeover by 2025.

There are however some disadvantages to the system. Currently your landline phone is powered by the telephone exchange. (Note that cordless phones are not powered from the exchange) There are large batteries to power the phone system in the event of a power cut allowing you to make calls even if the power in your house has gone. With the new system power for the modem has to be provided from your house electricity supply, meaning that in the event of a power cut you will be unable to use the landline phone. However a backup power supply can be fitted to power the new modem but will probably be your responsibility and, depending upon its battery capacity, may not be able to provide power for the duration of the power cut. The alternative would be to use a mobile phone but coverage from the mobile networks is not 100% and it has to be remembered that the mobile phone base stations are also powered from the public electricity supply and, although they have some backup power supplies, they may not be available in the event of a long power cut.

There is one other fact connected with this major change. All the current cabling for the phone system will be redundant and it is estimated that the copper cable could be worth around £4 billion.

Electricity Supply Problems

I found this on the internet which seems to foretell electricity supply problems.

Housing in west London is being slowed due lack of electrical supply as detailed below, just the time to go all electric with cars

"Yet desperately needed fresh supply is unlikely to materialise soon in West London, after developers were last week told they may be prevented from starting new projects in the area until 2035, because the electricity grid has run out of capacity.

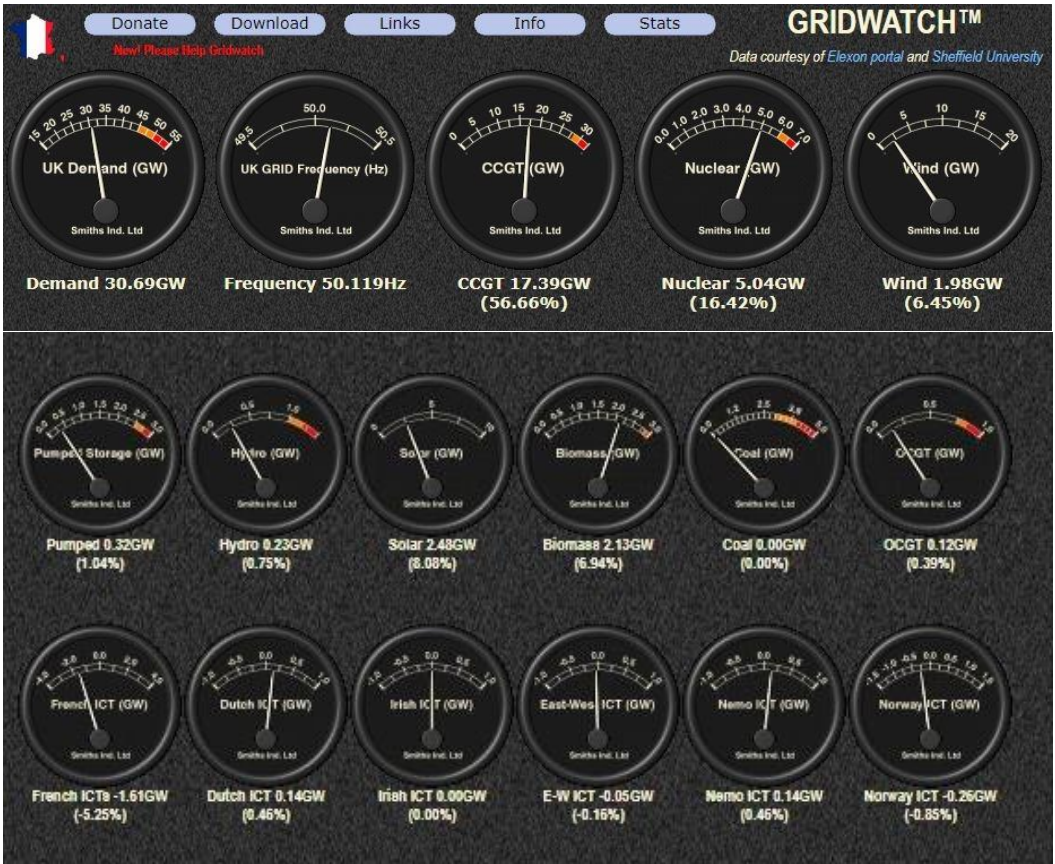
But it isn't just tightening energy supplies amid the war in Ukraine that is behind the de facto ban - surging demand for data centres is sucking Britain's power grid dry. These warehouse-sized buildings full of computer servers absorb so much electricity that the Greater London Authority (GLA) told housebuilders it may be more than a decade until new developments in Hillingdon, Ealing and Hounslow can be sustained by the grid.

Much of the problem boils down to the economic success of the M4's "Silicon Corridor". As technology and finance companies compete for office space near the data centres that power their businesses, demand inevitably begets greater supply. Roughly half of Britain's estimated 200 data centres are in the south east of England, with a large proportion concentrated in the area between Reading and Ealing. SSE, the electricity distribution network operator covering west London and Slough, estimates a typical data centre campus needs 50 mega volt amperes (MVA), which is the electrical demand required by developments of 5,000 to 10,000 homes."

There is a website that monitors the status of the National Grid and shows the total demand and the percentage that each source provides.

[G. B. National Grid status \(templar.co.uk\)](http://templar.co.uk)

An example of the grid status is on the next page. It shows that nearly three quarters of the country's electricity supply is provided by gas turbine and nuclear generators. One indicator of the demand is the grid frequency. The frequency is a nominal 50Hz. the greater demand the lower the frequency so this indicates that the demand is low at the time of capturing the status.



The grid status at around 9am on 8th August 2022

Looking at the above I can't see how some electricity companies can claim to provide 100% renewable electricity to all their customers unless someone can prove otherwise.

The electricity demand is usually lower in summer increasing as winter approaches and of course in winter there is less contribution from solar sources. How the grid will cope when everyone plugs in their electric cars after 2030 is yet to be seen but what I'm sure will happen is that everyone who can, will plug their cars in when they get home in the evening and expect them to be charged by the morning. I predict frequent power cuts in the future and many frustrated drivers whose cars have failed to charge.

Know the rules for roadworks

Roadworks can slow down your journey, cause major disruption and bring havoc to your day. With 6,590 traffic incidents reported on UK roads between 2016 and 2020, navigating the maze of roadworks on our highways has never been more important. IAM RoadSmart's Head of Driving and Riding Standards, Richard Gladman, has some top tips to help make navigating them a little bit easier.

On the motorway

Motorway roadworks are one of the most common challenges we encounter. The reduced speed limit is there for your protection, as lanes are often narrower. Remember, too, that the separation gap on a fast-flowing road can't be ignored because the traffic is bunching up: at 50mph the gap should be at least 44 metres, or about 10 car lengths. If the speed limit is reducing in front of you, plan early and show your brake lights if the following traffic does not seem to be slowing.

Neighbouring narrow lanes

In a narrow lane, the last place you want to be is alongside an articulated vehicle. Not only are you potentially in a blind spot, but any curve in the road could mean its course changes and it could move into your lane. If you are already at the speed limit, slow down to create a space alongside - this will allow you to create a safety gap, and then you can match your speed to maintain it.

Breakdowns and incidents

Should you breakdown in roadworks the safest place to be is most likely in your car. Make sure you've activated your hazard lights and call for help by dialling 999. Major roadworks often have dedicated numbers for breakdown help, so call those if possible. If possible go left and if you can get out of the vehicle safely, leave the hazard lights on and don't lock it, then get to an area of safety behind the barrier and wait for help to arrive.

Rural roadworks

On a country road, be particularly alert when passing road works to avoid incidents or injury to those working on the road. Workers will have their concentration elsewhere and may inadvertently step out of their work area. They may be wearing ear defenders or operating loud machinery, so a horn note may be ineffective. Keep your speed low and always be prepared to stop.

Temporary lights

When approaching roadworks with temporary traffic lights on red, slow the traffic behind you with early brake lights. If there's no traffic behind, keep the brake lights on until there is a car behind you. If the obstruction is just out of a bend, position yourself to be seen before the bend and bridge the gap (if you're the first vehicle, the light may not change until you activate their sensors, so this may not be possible).

Give way

Roadworks aren't always protected by traffic lights or signs. In which case, the courteous thing to do is give way if the obstruction is on your side of the road. If you can time your arrival well, you can expect some co-operation from oncoming traffic if you're well into the gap before they arrive. If there's a likelihood of workers or machinery reducing the gap, try not to share it with oncoming traffic.

Richard Gladman said: "Many of us have experienced the frustration that roadworks can cause and with local councils still trying to catch up on planned roadworks since the pandemic started, road closures and other obstructions can be a common occurrence of our journeys. It's important to know how to navigate roadworks to keep ourselves and others safe."

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The temporary traffic lights on the road works on the A629 near Denholme that I mentioned last month have gone but there is still a small fence around a lamp post which I suspect was the reason for the lights. I'm still not sure what the issue was and will probably never know.

And Finally.....

Trains cancelled due to ‘very large’ tortoise on tracks in Norfolk



A huge tortoise has caused “chaos” for rail passengers after finding its way on to train tracks in east England.

The injured reptile was discovered in Norfolk at around midday on Monday, near Harling Road station.

The tortoise forced trains to stop haring along the Breckland line, the region’s secondary railway route, which runs between Norwich and Cambridge.

It is not currently clear how the tortoise found its way onto the tracks, or what condition it is in after being relocated.

Makes a change from “Leaves on the line” Mind you I did see a photo of a real problem with leaves on the line... they were still attached to the tree!

Must show this to my brother who has memories of finding a tortoise on the M6 when he was a police motorway patrolman!

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This Month’s Teaser

Which engineer/scientist introduced the unit of power known as the Horse Power?

Last Month’s Teaser

Last month I asked “Who is the famous author featured on the front cover?” It is of course Hans Christian Anderson. There is a small plaque on the base with his name!

Your Committee

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Speaker Secretary	Position vacant		
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GDPR Manager	David Rockliff		
Committee member	Bob Rowles		

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.