

# ARE WE THERE YET?



Mid Yorkshire Advanced Motorists Newsletter

September 2024



Group Number 4178  
Registered Charity Number 1053843





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### **Cover Photo – Pateley Bridge MG show**

The MYAM stand at the Pateley Bridge MG show on 4th August flanked by Janice's MGB GT and my brothers 1966 MGB Roadster.

## Forthcoming Gatherings and Events

**Monday 2nd  
September 2024  
8pm**

**MYAM Social Meeting  
BRAKE**

Birkenshaw Liberal Club  
10 Croft Street  
Birkenshaw, BD11 2HT

**Monday 7th  
October 2024  
8pm**

**MYAM Social Meeting  
Neil Simpson – Rally  
Driver**

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.

### A Request From The Editor

After I send out the newsletter I often receive queries on membership of MYAM, questions from associates about their tuition or other matters. As I have said before I will forward these requests to the appropriate committee member but it may take some time for me to respond as I do not continuously monitor the newsletter email account.

To get a faster response please contact the appropriate committee member directly. Their contact details are shown on page 16 of this newsletter. You don't have to wait for the newsletter to be delivered as you can contact them by email at any time.

Please also note that we cannot answer any queries on your membership of IAM RoadSmart. You will need to contact IAM RoadSmart directly for these queries.

## From the Editor

I had a slightly frightening experience recently when I had trouble breathing. I considered calling 999 but instead decided to try 111. Firstly I tried the online version and my conclusion – don't. So I rang 111 and got to speak to someone, a much better situation as they can ask the right questions. Their conclusion was that although my condition seemed to be improving they would send an ambulance. This duly arrived, the paramedics took an ECG and they concluded that I should go to BRI for further attention. So for only the second time in my life I had a ride in an ambulance as a patient. I must admit that the ambulance crew were excellent.

Arriving at BRI I was taken to a ward to be assessed, wired up to numerous machines all beeping away. The conclusion was that my heart rate was too high at around 130 BPM due to atrial fibrillation with two alternative courses of action. I chose the electric shock where I would be put to sleep while they would stop and restart my heart, rather than the medication route which would have been the alternative had the shocking failed. So I was put to sleep and woke up to see the monitor showing 89 BPM, back to some form of normality and my breathing was much better. Two hours later around 4am I was ready to go home.

All the staff involved were excellent, knew what they were doing, kept me informed and put up with my joking! I have nothing but praise for those members of the NHS staff who actually look after the patients.

My first trip in an ambulance as a patient was 50 years ago following a car accident, which wasn't my fault, on my way home from university. I just had cuts and bruises from the seat belt, which saved me from more serious injury, in a head on collision just outside Shrewsbury. For my sins I ended up having a tetanus vaccination in my backside before being released!

**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**

**John Beattie, George Kearton,  
Stephen Sherlock, Zachery Stringfellow**

**Congratulations**

**On passing the Advanced Test**

**Luca Berridge - Observer Dawn Leggot**

**(Apologies as this notification should have been in the July  
newsletter)**

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**Bob Rowles**

Bob has not been well recently and we have been informed that he has been taken into hospital for emergency surgery. Because of this he is temporarily stepping down from his role on the committee and as an observer for the Skipton area.

He is likely to be in hospital for at least a month and will be out of action until at least Christmas/New Year and will be contacting Chris Marrison, our chief observer, regarding the impact on the observing team. If any associate was due a driving session with Bob, please wait until Chris can reallocate you to another observer.

We wish Bob a speedy recovery and look forward to his return and his sense of humour at the social and committee meetings.

# 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.



**X** We have our own X account which can be found at X.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.

David Rockliff is our GDPR Manager. Please contact him if you have any GDPR related issues.

# Directions to the Birkenshaw Liberal Club

10 Croft Street, Birkenshaw, Bradford, BD11 2HT



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



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



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

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

Our meetings are held in the function room.

# At The Shows

Here are a few pictures taken at car shows beginning with the Wetherby Classic Car Show. (photos taken by Peter Jeffrey)



And a few from the Pateley Bridge MG Classic Car show including a few non MG tractors! (photos taken by your editor)





## **Third Of Drivers Say They're Better Than Their Car's Sat-Nav And Cruise Control**

We may be edging ever nearer to a world of self-driving cars and fully-autonomous vehicles, but a survey has found many Britons barely trust the technology already fitted to their motors today.

A poll of 2,000 drivers revealed a surprising number are reluctant to use their car's modern-day tech because they think they can do a better job.

Nearly two in five of respondents believe they are more adept at finding a faster route than their sat nav system, half reckon they have better reaction times than collision-avoidance software - and claim they can modulate speed more smoothly than cruise control.

Some 37 per cent of licence holders surveyed by online vehicle marketplace Heycar said their own human compass is better than their satellite navigation system, despite the latter's pinpoint accuracy and use of real-time traffic updates.

Surprisingly, the youngest - and therefore generally most tech-savvy - drivers age 18 to 34 were found to be least likely to trust a sat-nav and put their faith in their own sense of direction and map reading abilities.

Drivers in Scotland (54 per cent), Yorkshire (45 per cent) and Wales (44 per cent) were the most confident in their abilities, rating their internal compass the highest in the UK.

When asked about how they modulate their speed on motorways, 39 per cent of Britons say they're better than cruise control.

The research also uncovered that women are more reluctant to use this feature, with 43 per cent of female respondents thinking they maintain speed better manually.

Men are a little more open to relying on the tech, with just 35 per cent saying they have better throttle control than their car's system.

Drivers in the North East (46 per cent), Wales (44 per cent) and London (43 per cent) were the most confident in their ability to manage speed.

The study also looked at autonomous parking features, which can help motorists locate and park in parallel spaces - and even those like Tesla Summon, which can drive itself in and out of bays with the owner stood outside.

Despite these systems being available - and motorists commonly complaining about prangs in car parks - some 57 per cent of the panel said they don't trust parking features.

Older drivers were even less convinced, with 69 per cent of over 55's believing they are better at parking.

The majority of the UK drivers surveyed acknowledged the superiority of modern in-car technology over human capabilities when it came to aspects such as collision navigation and parking sensors, with 53 per cent and 74 per cent, respectively, believing their car does a better job than them.

However, despite having less experience, the 18-to-34 age group is most confident with half (49 per cent) thinking they are better than their cars' collision avoidance.

“While technology continues to advance and enhance our driving experience, it's clear that many drivers still trust their own instincts and abilities over automated systems. This blend of human expertise and technological assistance may ultimately lead to the safest roads yet,” Heycar’s chief marketing officer, Dermot Kelleher, says.

Do use or ignore any of the high tech features in your car? I tend to use cruise control on motorways especially through roadworks where the speed limit is 50mph. I use sat nav but tend to ignore the initial instructions as often I can get to the destination area easily but rely on it for the last mile or so especially if I don't know the area.

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## **Jaguar To Go All Electric**

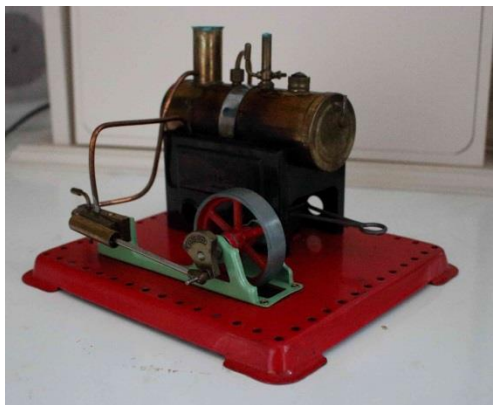
According to reports I have read the car manufacturer Jaguar is to stop all production of petrol and diesel cars and will produce only electric cars. However this means they will not be producing any new cars for a year. This is a bold move by the manufacturer but is there a sufficiently large market for upmarket electric cars to make it financially viable? Time will tell.

## Mamod Steam Engines

Did you ever have a Mamod steam engine, either the static version or a model traction engine or steam car? Originally the boiler was heated by a burner using methylated spirit but following an accident in the 1970s when someone burnt themselves they changed to using hexamine tablets.

Because the hexamine could be used to make bombs it has now been banned and as a result the company has been forced to close down. Dwindling sales and spiralling costs didn't help either. They had tried to develop a liquid fuelled alternative burner but once that had been finalised the rent on their factory was raised making the whole venture unaffordable.

The company was founded in Birmingham in 1937 by Geoffrey Malins as Malins Models. They produced model steam engines which were compatible with Meccano and were often used to power Meccano models. Later they started producing model traction engines, steam rollers and cars.



**My 61 year old Mamod steam engine**

Like many Meccano enthusiasts I had a Mamod steam engine which I used to power several static models but the engine was a little underpowered for some of the models I built. It also needed a lot of preparation, filling the boiler with water, filling the burner with meths, lighting the burner without setting fire to yourself, waiting for the water to boil, then spinning the flywheel and hoping it would start and be powerful enough to run the model. An electric motor was much more convenient and more powerful, so the Mamod steam engine has spent most of its life in its box in the loft with the rest of my Meccano. I suspect it will need a little restoration before it would be ready to run again.

### Record number of drivers caught ignoring Red X signs on smart motorways

More than 53,000 motorists have been caught by police enforcement cameras disobeying Red X signs on smart motorways since 2021, according to new research conducted by the UK's leading road safety charity IAM RoadSmart.

Analysed data gathered through a Freedom of Information (FOI) request to police forces in England reveals that in 2021, nine police forces were enforcing against Red X infringements, with 4,393 drivers caught. A further eleven forces began prosecuting against the contravention in 2022 resulting in 20,773 motorists being captured by cameras. In 2023, a total of 21 forces used enforcement cameras to catch 28,231 drivers breaking the law. Almost all police forces with smart motorways within their boundary areas are now actively pursuing this type of criminality.

The Red X is often used to close lanes on a smart motorway when an obstruction such as a broken-down vehicle is detected in the road ahead. Closed lanes are also used by the emergency services attending those who might need urgent assistance at the incident in question. Enforcement cameras automatically detect vehicles passing illegally under a Red X, which can result in a fixed penalty notice of up to £100 and three points or, in some cases, more severe penalties or a court appearance.

Between 2021-23 inclusive, Surrey Police topped the table with 11,360 drivers caught committing Red X offences along stretches of the M3, M23 and M25 – the latter being Britain's busiest motorway. Thames Valley Police had the second highest volume with 9,957 motorists being snapped by cameras over the same period. Further north, Greater Manchester Police had the third highest national number of intended prosecutions with 6,120 drivers committing Red X offences on motorways.

Bedfordshire Police did not begin enforcement until 2023, meaning only 28 drivers were caught ignoring the Red X sign by the police on this county stretch of the M1.

Recent smart motorway schemes were designed to ease congestion by turning the hard shoulder into a live lane. The first motorway to convert the hard shoulder into

part-time running lane was the M42 in 2006. In 2013, the M25 was the first motorway to have stretches of hard shoulder removed altogether and replaced with a running lane. As of April 2024, there are 396 miles of smart motorways in England, which includes all-lane running (hard shoulder permanently removed); controlled (hard shoulder retained and variable speed limits); and dynamic (hard shoulder sometimes open to traffic) configurations. Drivers encountering problems on an all-lane running motorway should head for emergency refuge areas (ERAs), however not all make it.

Data suggests there were 24 fatalities on a smart motorway in 2022, of which 14 occurred on motorways without a hard shoulder. Concerns have also been raised about whether radar technology to detect stranded vehicles is reliable. Recent IAM RoadSmart research revealed that almost 89 percent of 2,000 motorists surveyed believed that the hard shoulder on smart motorways should be reinstated immediately, indicating continued public hostility to the schemes.

**IAM RoadSmart Director of Policy and Standards, Nicholas Lyes** said:

“Ignoring a Red X sign on a smart motorway is dangerous because it risks a serious collision and for this reason, we welcome police forces clamping down on those who break the law.

“If a lane is closed on smart motorway, it usually indicates there is either a stranded vehicle ahead, people are working in the road, or there has been a collision. Disobeying the sign puts the lives of those in the vehicle as well as those ahead in danger. If you see a Red X sign, you should slow down and move into an open lane when there is sufficient space to do so.

“The majority of drivers have serious reservations about the safety of smart motorways where the hard shoulder has been removed, and these figures are unlikely to persuade them they are safe. We know that no new all-lane running smart motorways will be built but it does beg the question of what we do with the existing stretches that are in operation? This is something the new government needs to give some serious thought to.”

# And Finally.....

Paddy McCoy, an elderly Irish farmer, received a letter from the Department for Work & Pensions stating that they suspected he was not paying his employees the statutory minimum wage and they would send an inspector to interview them.

On the appointed day, the inspector turned up.

"Tell me about your staff," he asked Paddy.

"Well," said Paddy, "there's the farm hand, I pay him €240 a week, and he has a free cottage.

Then there's the housekeeper. She gets €160 a week, along with free board and lodging.

There's also the half-wit. He works a 16 hour day, does 90% of the work, earns about €25 a week along with a bottle of whisky and, as a special treat, occasionally gets to sleep with my wife. "That's disgraceful" said the inspector, "I must interview him immediately". "Oh", said the farmer, "That'll be me then!"

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## **This Month's Teaser**

Take a look at the front cover picture. Can you spot an omission?

## **Last Month's Teaser**

Last month I asked "Why did it take us under 1½ hours to travel from Leicester to Bradford up the M1 one Friday when it would normally take around 1¾ hours?" The answer England were playing in the World cup with a 5pm kick off.

## Your Committee

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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.