

# ARE WE THERE YET



Mid Yorkshire Advanced Motorists Newsletter

April 2017



Group Number 4178  
Registered Charity Number 1053843



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This month's cover picture was taken during the 2014 Tour de France, when the Grande Depart was in Yorkshire, as the riders approached Cragg Vale. The success of the event prompted the establishment of the Tour de Yorkshire. This year's Tour de Yorkshire takes place from 28<sup>th</sup> to 30<sup>th</sup> April with the three stages running from Bridlington to Scarborough, Tadcaster to Harrogate and Bradford to Sheffield. I'm not a cyclist but thoroughly enjoyed the whole Tour de France experience back in 2014 and am looking forward to this year's event.

## FORTHCOMING GATHERINGS

<b>Date</b>	<b>Meetings</b>	<b>Location</b>
<b>Sunday 2nd April 10 am</b>	<b>Sunday Driving Sessions</b> Assessment runs for all Associates & Members. Look for the caravan.	B&Q Car Park, Aspen way, Glasshoughton, Castleford. WF10 4TA
<b>Monday 3rd April 8 pm</b>	<b>MYAM Social evening</b> David Rockliff – Road Surfaces	The Manor Golf Club. Bradford Road, Drighlington, Bradford, BD11 1AB (See page 7 for directions)
<b>Sunday 16th April 10 am</b>	<b>Sunday Driving Sessions</b> Assessment runs for all Associates & Members. Look for the caravan.	McDonalds car park On the roundabout with Oakwood Lane and Easterly Road LS8 2RB
<b>Sunday 7th May 10 am</b>	<b>Sunday Driving Sessions</b> Assessment runs for all Associates & Members. Look for the caravan.	B&Q Car Park, Aspen way, Glasshoughton, Castleford. WF10 4TA
<b>Monday 8th May 8 pm</b>	<b>MYAM AGM</b>	The Manor Golf 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.

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.

**ISSUES OF 'ARE WE THERE YET' ARE ON THE GROUP WEB SITE**

# FROM THE EDITOR

Last year there were many changes to the MYAM committee with three long standing members retiring, leaving the group without a group secretary or a speaker secretary. The committee has coped with vice chairman Lesley taking on the role of temporary speaker secretary but it has been a struggle at times.

This year both our chairman and vice chairman, Martin and Lesley, are retiring for personal reasons. Therefore we are in urgent need of a new chairman, group secretary and speaker secretary. Without these committee positions being filled at the AGM the group may not be able to continue.

If you wish to stand for any of the vacant committee positions please fill in the nomination form you should have received with this newsletter and send it to Lesley Pollard by 30<sup>th</sup> April. If you need any further information on any of the vacant committee positions please contact Martin or Lesley. Being on the committee is not an arduous task, honestly. We normally meet every other month just before the social meeting starts.

Page 9 has the details of the AGM at the Manor Golf Club and we'd love to see as many people there as possible.

I've been editing the newsletter for nearly a year now and over the course of the last year have made a few changes which I hope you like. I've been encouraged by the number of contributions from the members so please keep sending them in. In particular amusing stories, photos or suggested places to visit. If you need any further information on contributing please contact me. And any contributions are eligible for the new MYAM award. Remember the newsletter is the primary means of communicating with our members.

I've had a couple of requests for copies of the certificate presentation photos. If you would like a copy of your presentation photo just send me an email and I'll send you a copy but note that I only have photos from June 2016 onwards.

**Keith**

# Welcome to the Group

Rosemary Atkins  
Mohammed Amin  
Orinta Kuliesiene  
Julie Langham  
Ian Lever  
Lionel Levine  
Tania Pemberton  
Joshua Sharpe  
Emma Walsh

# Congratulations

On passing the Advanced Test

Khuram Akram - Observer David Stringer  
Jay Rutter - Observer Andy Brown  
Martyn Shepherd - Observer Alan Jones

# Happy Birthday this month goes to

Ghazanfer Ali, Susan Appleson, Jerry Bauer, William Beacroft,  
Michael Beardsall, Philip Beaumont, Sally Burton, John Chadwick,  
Kimberley Ellis, Emily Grange, Sheila Hemingway, Stella James,  
Richard Kilminster, Gill Knowles, Mick McMahon, Peter Mirfin, Jean Muir,  
Paul Robinson, Peter Rowley, Louis Shaw, Andrew Simpson-Laing,  
Ann Slinger, Barrie Slinger, Lindsay Tanner, Andy Twaites, Jon Vaines,  
Martin Webster, David Wilford, Andrew Wright,  
Nicola Young

# ***MYAM Online***

## **MYAM COMMITTEE MINUTES NOW AVAILABLE TO MEMBERS**

The Committee has now agreed that in the interests of transparency the minutes from the MYAM Committee meetings will now be available to Members on the Group website once they have been accepted as a true record by the Committee. So please feel free to check them out. They can be found on the Committee Members page under Our Team. The minutes are located at the bottom of the page.

**FORUM** is open up to all MYAM members at [myam.icyboards.net](http://myam.icyboards.net). Just register, answering a few easy questions and David Rushfirth will get you up and running in no time. Soon you can be exchanging comments and ideas with other members and keeping up to date with what's going on.



**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.

**WEB SITE** As part of the changes at IAM to introduce the new IAM RoadSmart branding, we now have an all new look website and a new website address. If you use the old address you will be redirected to the Local Groups page on the new IAM RoadSmart website. To go to our new page enter:-

[www.iamroadsmart.com/groups/midyorkshire](http://www.iamroadsmart.com/groups/midyorkshire)

The new site is taking shape nicely but we still have plenty to do.



**TWITTER** We now have our own Twitter account which can be found at [twitter.com/MYAM4178](https://twitter.com/MYAM4178).

**The Group Telephone number is 0113 314 9969**

## **GROUP NOTICES**

**Directions to the Manor Golf Club,**  
Bradford Road, Drighlington, Bradford, BD11 1AB

The carpark is well lit and for those who find walking difficult please park to the right hand side of the entrance where there is a ramp up to the doors.

### **Directions**

The Manor Golf Club is situated on the B6135, half a mile off the A650. If travelling from M62, M621 exit at Junction 27 onto the A650 to Bradford. At the second roundabout take the third exit onto the B6135, the entrance is on the left, immediately after the change in speed limit to 40.

From the A58 Leeds turn right at the traffic lights in Drighlington towards Bradford and the entrance is on the right immediately before the national speed limit sign.

From A58 Halifax turn left at the traffic lights in Drighlington towards Bradford and the entrance is on the right immediately before the national speed limit sign.

### **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.

### **DATA PROTECTION ACT**

MYAM holds Membership detail records on computer, these are confidential and for club use ONLY. The information is used to run the Group and consists of various details such as class of Membership, date of joining & subscription expiry dates. It is also used for the production of address labels for the distribution of the newsletter and recording training for Observers.

## **MYAM FORUM**

Since we started the MYAM Forum last year very few members have been using it. Therefore we intend closing it within the next few months unless there is an increase in its use. Please contact David Rushfirth for more information or to register.

# The Amusing Side of Road Traffic Law

Philip Solity, a former Legal Advisor to Magistrates entertained us on Monday evening. His role was to communicate and advise Magistrates on law procedures, fairly and in a structured way. He would also assist defendants if they had no solicitor, talking them through the Magistrates Court procedure.

Philip had many amusing anecdotes such as - a Magistrate had an official complaint made against him by a defendant who thought the Magistrate had called him a 'tosser' (sorry Ed) when in fact the Magistrate had said 'Totter 12 points'! (one of the phrases they use).

Philip explained court procedures, how fines are calculated, crimes were put into bands A-C and the defendants weekly income was taken into account which all reflected on the fine and/or sentencing.

Interspersed were nuggets of law, such as it's a legal obligation on *both* parties to change the details when buying/selling a vehicle. It's against the law to use a mobile phone whilst supervising a learner driver. You could be fined for 'not in proper control of the vehicle' Sec 41d, if you were eating a sandwich or having a drink.

## Lesley

.....

Philip Solity in the background as Ruth Watson receives her certificate from Martin.

Ruth must be smiling as she achieved another F1rst for the group





# Annual General Meeting

## Monday 8<sup>th</sup> May 2017

We are giving notice that our AGM will take place at 8pm on Monday 8<sup>th</sup> May 2017. We can confirm that the current Treasurer, Rosie Bricis, is willing to stand again. The Chairman and Secretary Officer posts will both be vacant – it's vital that these two posts are filled.

If any full member has something to offer the Group and wishes to be nominated for any position, they can do so by using the Committee Nomination Form. **Please note all Committee Nomination Forms must have reached the Temp Group Secretary by the 30<sup>th</sup> April (rule 3.5)**

### **Members who receive the newsletter via the post –**

You will have been sent a Committee Nomination Form with the newsletter. Please fill in and return.

### **Members who receive the newsletter via email –**

Attached to the email containing your newsletter will be a Committee Nomination Form. Please print, fill in and return.

Address details are on the Nomination Form.

If you have not received your Committee Nomination Form please inform Lesley Pollard by email or phone ([lesley.pollard173@gmail.com](mailto:lesley.pollard173@gmail.com) or 07752 881555)

We are keen to see additional Members of the Committee to support the Group, so even if one of the positions does not seem appropriate to you, we would welcome your contribution to the Group by you joining the Committee.

**Please will you attend the AGM** and show your support, you will not be bullied into coming onto the Committee, we just need to know you support us and if not, you can make your views known.

Only paid up Members of IAM RoadSmart and of the Group may either nominate Committee Members, be nominated to Committee as an Officer, or vote at the AGM. **You may not stand if the law debars you from being a Charity Trustee.**

# Mid Yorkshire Group of Advanced Motorists

The current details of the Committee are as follows: -

<b>Position</b>	<b>CURRENTLY HELD BY</b>	<b>STATUS</b>
<b>Chairman</b>	Martin Fillingham	Retiring
<b>Secretary</b>		Position vacant
<b>Treasurer</b>	Rosie Bricis	Offering to stand again for re-election
<b>Vice Chairman</b>	Lesley Pollard	Retiring
<b>Assistant Secretary</b>		Position vacant
<b>Membership Secretary</b>	David Rockliff	Due to stand again for re-election 2019
<b>Web Site Editor</b>	David Rushfirth	Offering to stand again for re-election
<b>Youth Liaison</b>	Vicky Croft	Due to stand again for re-election 2017
<b>Newsletter Editor</b>	Keith Wevill	Due to stand again for re-election 2019
<b>Committee</b>	Bob McDermott	Due to stand again for re-election 2019
	Alan Jones	Offering to stand again for re-election
	Andrew Simpson-Laing	Due to stand again for re-election 2018

Note that in addition to the officers at least one third of the remaining Committee must be offered for re-election even if they were due to be up the year after.

Copies of the minutes from last years AGM and the accounts will be available at the meeting.

# Sarah Sillars Follow Up

Following Sarah Sillars visit in February we emailed a number of questions and received the following answers.

**Question :-** Do observers matter anymore? We are being told what to do but you've just said that the IAM realise that the public don't respond to being told.

**Answer :-** Observers are very important to IAM RoadSmart, hence the large investment in getting all observers through the IMI National or Local Observer qualification, so that they have an externally verified qualification that they can be proud of, and provides them with the credibility in helping others achieve improvements in their driving or riding.

With regard to members of the public not responding to being told what to do, we agree that this not the correct approach, and do not feel that this is how IAM RoadSmart is operating. However we are setting standards and requesting that all observers and groups representing the organisation achieve and maintain these standards so as to enhance our reputation for being the “go to” organisation for Driving and Riding, and maintain a common national approach to delivering advanced riding and driving, to the IAM RoadSmart standard.

**Question :-** How will you get engagement with the groups?

**Answer :-** We have recently, heavily invested in re-structuring our field force, now known as Area Service Delivery Managers (ASDM's), in total there are 8 of them covering smaller areas, with an average of 25 groups to look after. Each one of the managers, as the members of groups, are passionate about driving and riding. This teams role will be to the first point of contact for all groups, to engage with them on driving and riding technical related issues, events, and to help them with administration of running the group and recruitment.

The ASDM's will also be challenged to be the main conduit for all group engagement with IAM RoadSmart and the continuous improvement in standards, tone of voice and public awareness we have embarked on. Beyond this, we will continue with the weekly Inform newsletter, conduct 8 spring forums that are planned for April 2017, hold the annual conference, together with members of the management team visiting groups.

We will also continue with the financial support of groups in developing recruitment, through attending shows, gaining bespoke literature and again support for local group events, aimed at achieving the organisations charitable objectives.

**Question :-** Why not go all commercial?

**Answer :-** Whilst our commercial businesses exist to help us achieve our charitable objectives by making drivers safer on the road, their main aim is to generate funds to help the charity fulfil its objectives. The network of volunteers and members we have can in our minds never be replaced by a commercial enterprise, we cannot put a value on the goodwill, road safety message reach, and help in delivering the charities objectives you all bring, therefore we do not foresee it as beneficial or viable to go fully commercial.

**Question :-** Can there be some sort of status for elderly members who have had to give their licence up? Many still want to be a part of the IAM.

**Answer :-** We are receiving more and more requests to enable members to retain association with IAM RoadSmart after they stop driving, it's our intention to propose that we enable this to the charities trustees in the next 2 weeks, so hopefully we can announce something positive during the Spring forums.

**Question :-** Could you engage more with groups such as the U3A?

**Answer :-** We are on a regular basis reaching out to other organisations, we have reformed our relationship with the Women's Institute (W.I.), and continue to talk with U3A and many other organisations, sometimes the discussions take longer than expected, but as we gain agreements with organisations, we will communicate our successes through the ASDM's and Inform.

**Question :-** Could the Advanced Driver training be sold separately to the test?

**Answer :-** Currently we do not have a product which enables Advanced Riding to be sold without test, however we are about to pilot Membership through Group Sign Off, in which after a minimum of 6 observed runs, providing the associate meets the Advanced Driving or Riding standard, accredited groups can sign off an associate as a member without them going to test. We have been looking for groups to help pilot this initiative, if you're interested please contact your ASDM, who will outline the standards required to participate.

**Question :-** Associate logbooks are taking a long time to get sent out, can be two weeks, which is causing a problem. (This is from our group, MYAM)

**Answer :-** New Associate logbook packs are mailed twice per week, and the service delivery we work to is to have pack with the new associate within 7 working days, taking into account mail etc. To comment on this further, we would need specific names and membership numbers of associates, so we can track them through our processes. Please contact your ASDM with the information and they will follow up on your behalf.

# VW Diesel Emissions - Part 2

Following the item in last month's newsletter I received the following email from member Ed Nash.

I read with interest your article in the MYAM newsletter about your take on Skoda's engine re-mapping exercise – I'd not even realised it was optional!

You asked for reader feedback on the subject, so.....

My 3 year old Superb (2 litre TDI) had the update done a few months ago and I've definitely noticed it has developed an occasional unpleasant juddering/vibration at low revs under load – previously if you were in too low a gear it'd just rumble a bit and get on with it (as a good lazy diesel should!), but now accelerating up a slight incline at 50mph in 6<sup>th</sup> gear (which shouldn't be beyond the skillset of a torquey diesel!) gives a noticeable juddering until you've picked up a couple of mph. To my mind it has to be that this behaviour has been programmed in to match the speeds used in the official economy test cycles.

No signs of DPF problems or warning lights though, but then it does live most of its life on long journeys...

Thanks for reporting your experience of the emissions 'fix'. This is an extract from a post on the Yeti Owners Club forum which included the following link.

<http://www.hypermiler.co.uk/dieselgate/dieselgate-department-for-transport-confirms-vw-fix-causes-twice-the-level-of-carcinogenic-diesel-particulate-matter>

The letter referenced is from the department of transport in that article.

It appears the soot loading increases dramatically (3 times higher) resulting in DPF regeneration two to four times as often.

Also lots of reports of EGR failure immediately after or within a number of weeks after the Service action has been applied. Loss of power at low RPMS reported for 2.0 EA189 engines. Also lots of issues with the 1.6 EA189.

Quite a few members are paying 3rd party tuners to remove the software and return the engines to original factory spec.

Worth a read through if you have the time. Lots of instances of complete break downs.

So it appears that it is known that the 'fix' can cause failures of the DPF and the EGR valve which makes me sure I will not have it applied to my car as long as I own it. For those of you who have an affected car and have not yet had the update, read the article in the link then decide if you want the update. You are within your rights not to have it done and it will not affect the MOT. At present the MOT emissions test for a diesel vehicle only checks for smoke from the exhaust not for levels of CO<sub>2</sub> or NOx.

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## Thoughts on Retirement

Having stood down from the role of Chief Observer, it is an opportune time to thank all those people who have helped me throughout 50 years of IAM membership and 30 years of voluntary work, as an Observer, Treasurer and Chairman of Leeds group, as the RGC for the former Region 4, representing the groups on the NGC and latterly as the lead in MYAM observing. There are simply too many to mention individually, but it has been a pleasure to make so many friends and advance road safety at the same time and I am very grateful for the opportunities I have had. I may not have seen eye to eye with everyone on every occasion, but I have always done what I felt was right for the IAM and my group. I hope no grudges are borne on either side. I certainly bear none.



**David receiving a retirement gift from the group**

You may not know the initial suggestion for what became the IAM came from the then Minister of Transport, John Boyd Carpenter. The basic driving test was some twenty years old when he floated the idea of an advanced level test. It was taken up with enthusiasm and the IAM was the outcome. No groups, no structure we might recognise today, just an organisation that offered an advanced driving test. It soon attracted over 10,000 candidates a year and membership rapidly grew. The rest is history, 60 years of it, and the IAM became the organisation we now know. Reflect on the simplicity of the concept, to establish an advanced test, nothing more. It was the pioneer members who established local groups for social contact and to offer help, freely given by volunteers from the existing membership, to those who aspired to improve their driving. The commercial aspects of the organisation came later and always delivered a somewhat mixed record of success, never matching the consistency of the efforts of the charity in economic

advancement of driving standards. How sound and successful that original simple concept was.

However, the organisation is presently going through a period of great change. The flow of new associates and members is now about half what it was. This is a motoring world far removed from that of 1956 and the IAM must adapt to survive. It is a matter of personal view whether the present adaptation is suitable.

Anyone who has tried to sell Advanced Driver, to use the current name of the course, knows how difficult it is. Most people simply do not need it. Potentially, you insult them by suggesting they do. The motor industry has provided modern enhancements to road safety in the cars we drive. People do not generally see their own skill as relevant. It limits IAM development.

The overwhelming majority of the associates I have helped down the years had their own personal reason for taking the advanced test. A prosecution or fixed penalty, an accident or alarming near miss, the widowhood of a lady whose husband habitually drove, there was nearly always something individual. They had made up their mind, they found the IAM and they bought into the course. All identified their own need.

Sarah Sillars acknowledged that this shortcoming of appeal is recognised by the IAM management. Some time ago, during my time as an RGC, another very senior member of the management team told me the IAM could bumble along almost indefinitely as it has for 60 years, and whilst membership would be likely slowly to decline, it would survive. To expand, it would have to change. I do not challenge those views. I am not quite sure, however, that the members of the charity were ever asked which option was preferable.

Incremental change brought workable solutions to problems. It protected the finances of the organisation. It brought new membership. It kept us going for over half a century. There was active support for groups, who in turn were the bedrock of the charitable activity. The costs were minimised by harnessing and encouraging volunteers to provide the practical effort. Above all, it worked. Thus far, one could be excused for wondering when the switch to active expansion is going to work. The signs do not seem good, certainly in respect of the charity.

Voluntary effort is being replaced by employment. It is clear this is in part in pursuit of commercial success, because whereas the potential of advanced driving is limited, commercial business may offer better prospects. Sadly, it is becoming ever more obvious that the effort of the entire organisation is leaning towards commerce at the expense of the charity. It may be natural, even wise, given the financial commitment the IAM has made to commercial activity. It is little comfort to the volunteers in the groups. Having delivered upon the challenge of qualifying all observers under the IMI Scheme, groups do

not see any expansion of their remit to deliver the charitable objectives. Most recent initiatives have involved paid labour. It appears that charitable delivery will, in the long term, become confined to the Advanced Driver and Rider courses and all else will be commercial enterprise. The commercial tail will be wagging the charitable dog.

As a blatant example of the lack of simple support for groups of volunteers, a search for courses on the IAM website at the time of writing offers free tasters amongst the various options. Clicking on that button advises that there are no free tasters available. Never was there such a stark example of the lack of understanding of what groups do. No group worthy of the name will refuse a request for a free taster in response to an enquiry. Groups will actively encourage anyone to come and see for themselves what is involved, yet there is no advice on the website to contact the local group.

It takes little reflection to realise that every change of organisational structure, every introduction of new products, every effort to centralise control of groups, of training, of communication, has resulted in a system which, for groups and volunteers, is inferior to the one it replaced. The indictment remains to be disproved.

The Institute of Advanced Motorists Ltd is a registered charity. It owns the several other companies which deliver the commercial activities of the organisation in corporate driver training and more recently offender retraining. Charities receive considerable advantages, primarily exemption from paying corporation tax on commercial profits and from a reduction in business rates. It is pertinent to question the use by any charity of those fiscal advantages as a fig leaf to cover the avoidance of tax on commercial activity. It seems little different from the widely criticised habit of multinationals exploiting domicile to shift taxable profits so that they arise under the most advantageous tax regime. Legal it may be, but is it ethical?

The same senior manager who remarked about the choice between bumbling along, or expanding, also once made a highly significant remark to the effect that managing volunteers would be a novel career experience. So it has proved, and from what I hear of the reaction of members and volunteers, little appears to have been learned. I for one presently remain unimpressed by the results, although I live in hope.

In the meantime, keep an eye out for me on Goathland station if you are ever on the North Yorkshire Moors Railway. There is a charity that really cherishes the volunteers.

**David Stringer**



# **IAM News Releases and Tips**

## **Smile, breathe and go slowly: tips from IAM RoadSmart**



Emergency vehicles are everywhere, going at unexpected speeds responding to the needs of the public. They do not expect you to put yourself or others in danger to facilitate this. This week's tips give advice on how to handle approaching emergency vehicles whilst travelling on the roads, from IAM RoadSmart's head of driving and riding standards Richard Gladman.

If an emergency service vehicle (ambulance, police etc.) is approaching remain calm. Try to look for the most suitable place to give way. Reacting out of fear can make the situation longer and more difficult than it needs to be

Be prepared to pull over and stop if it is safe to do so, always making sure there is enough room for the vehicle to pass. Drivers of emergency vehicles have had the training to negotiate you – allow them to use the skills they have in 'blue light' situations

Remain patient. If you notice a road is closed it is being done for safety or to gather evidence. Take that into consideration and don't take out any anger or frustration. If you see an emergency vehicle stopped, slow down and give it a wide berth – there could be people rushing around

Let's not add to the drama and place others in danger. For instance passing through a red light to give way is not the correct way to handle the situation. Do not put yourself in danger by moving through a red traffic light into moving traffic, you have no exemption and will be responsible for any accident caused. At a roundabout remember the traffic behind you may not be aware of an approaching emergency vehicle so avoid an emergency stop

This may not seem like rocket science but never try to overtake a moving vehicle unless you have been instructed to do so by a member of the emergency services. Signal your intent; often a nearside indicator and a slight slowing down is the only invitation the other driver requires. They can then make a positive decision to pass you

Richard said: "Refer back to the Highway Code rule 219 which refers to emergency services, doctors and highways vehicles: 'Do not panic, consider the route of such a vehicle and take appropriate action to let it pass whilst complying with all traffic signs. Do not endanger yourself or other road users.' Stay safe and help where you can but the last thing

the emergency services driver wants is you having a collision as they will have to stop and not get to their emergency.”

# TOUR DE YORKSHIRE 2017

Following the success of the Tour de France Grande Depart in 2014, the Tour de Yorkshire was created with its first outing in 2015. Spread over three days, like the UK Grande Depart, the route covered stages from Bridlington to Scarborough, Selby to York and Wakefield to Leeds with the riders covering the 320 mile route in around 13 hours. The overall winner was Team Sky rider Norwegian Lars Petter.

In 2016 the three days were split between Beverley to Settle, Otley to Scarborough and Middlesbrough to Scarborough with a total distance of 321 miles. The winner was Frenchman Thomas Voeckler from Team Energie who covered the route in just over 13 hours.

The stages are classified as flat, intermediate and hilly. There’s no shortage of hills in Yorkshire!

This years event takes place from Friday 28<sup>th</sup> April to Sunday 30<sup>th</sup> April with the three stages covering 305 miles from Bridlington to Scarborough, Tadcaster to Harrogate and Bradford to Sheffield. The Tadcaster section starts on the newly re-opened Tadcaster bridge following its reconstruction after the floods of 2015.

The final stage has two of the hill climb sections up the cobbled street in the home of the Brontes, Haworth, and the cobbled hill at Shibden adjacent to the Halifax Ski slope. The latter hill climb is where I’ll be watching along with my cyclist brother. Hopefully I’ll get some good pictures.

For more details of the route including the stage timings see the tour website <http://letour.yorkshire.com/2017>. Remember that roads on the route will be closed for the duration of the stage and that parking may be difficult so be prepared for a long walk.

I hope to publish some photos in the June newsletter. If you take any photos from any of the stages and please send them to me at the address on the committee page.

**Ed**

# And Finally.....

First-year students at Med School were receiving their first anatomy class with a real dead human body. They all gathered around the surgery table with the body covered with a white sheet.

The professor started the class by telling them, "In medicine, it is necessary to have 2 important qualities as a doctor: The first is that you not be disgusted by anything involving the human body." For an example, the Professor pulled back the sheet, stuck his finger in the butt of the corpse, withdrew it and stuck it in his mouth.

"Go ahead and do the same thing," he told his students. The students freaked out, hesitated for several minutes, but eventually took turns sticking a finger in the butt of the dead body and sucking on it.

When everyone finished, the Professor looked at them and told them, "The second most important quality is observation. I stuck in my middle finger and sucked on my index finger. Now learn to pay attention."

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## **This Month's Teaser**

In the 1953 film Genevieve, what was the manufacturer of the car Genevieve? Also what was the manufacturer of the other car involved in the race from Brighton back to London?

## **Last Month's Teaser**

The first use of three colour traffic lights in Britain was at Wolverhampton in 1928.

## Your Committee

<b>Chairman</b>	<b>Martin Fillingham</b>	01274 584899	fillin_m@hotmail.com
<b>Vice Chairman</b>	<b>Lesley Pollard</b>	07752 881555	lesley.pollard173@gmail.com
<b>Secretary</b>	<b>Position Vacant</b>		
<b>Treasurer</b>	<b>Rosie Bricis</b>	0113 2534528	rbricis@live.co.uk
<b>Membership Secretary</b>	<b>David Rockliff</b>		Membership.myamcar@iamGroups.org.uk
<b>Youth Contact</b>	<b>Vicky Croft</b>	01924 404095	vickycroft@sky.com
<b>Speaker Secretary</b>	<b>Position Vacant</b>		
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<b>Website</b>	<b>David Rushfirth</b>	01924 211510 07966 134045	webmaster.myamcar@iamGroups.org.uk.
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<b>Ex officio</b>	<b>Bob McDermott</b> <b>Andrew Simpson-Laing</b>		

## URGENT REQUEST

We still need someone suitable to stand for the post of Group Secretary, if you would like to find out more please ask the Chairman or Vice Chairman at the meeting. The Group will be in unusual position of not having a Group Secretary and the Committee and the Group needs someone competent to take on that role as soon as possible. All of the Group's integrated processes are now in place and a full guide is available. Everything these days is electronic which helps with the time management side.

We also need a Speaker Secretary to organise the social meetings at the Manor Golf Club. To find out more contact the Chairman or Vice Chairman.