

ARE WE THERE YET?



Mid Yorkshire Advanced Motorists Newsletter

August 2019

iam
RoadSmart

Group Number 4178
Registered Charity Number 1053843





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Cover Photo – Denali Star Line Train

The Denali Star line runs from Anchorage to Fairbanks in Alaska, taking 12 hours to complete the journey. One stop on the route is Denali National Park which contains North Americas highest peak, Mount Denali formally known as Mount McKinley.

Photo taken by David Wevill



FORTHCOMING GATHERINGS AND EVENTS

Date	Meetings	Location
Saturday 3rd August 9:30am – 4:30pm	Temple Newsam Classic Car Show	Temple Newsam Road Leeds LS15 0AD
Sunday 4th August	Harrogate MG Show	Brewerley Park, Pateley Bridge, Harrogate, HG3 5BD
Monday 5th August 8pm	MYAM Social Evening Martin Free Traffic Officer from Highways England	Carlton Social Club Main Street Carlton WF3 3RW See page 7
Sunday 11th August 9:30am – 12am	Sunday Driving Sessions Assessment runs for all Associates & Members	Sigma Ltd Alpine Court, Castleford, WF10 4TL
Sunday 18th August 10 am	Sunday Driving Sessions Assessment runs for all Associates & Members	McDonalds car park On the roundabout with Oakwood Lane and Easterly Road LS8 2RB
Sunday 25th August 10am	Heath Common Car Show	Heath Common Kirkthorpe Lane Wakefield WF1 5SE
Sunday 1st September 9:30am – 12am	Sunday Driving Sessions Assessment runs for all Associates & Members	Sigma Ltd Alpine Court, Castleford, WF10 4TL
Monday 2nd September 8pm	MYAM Social Evening Paddy Hopkirk and David Gallagher	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.

Apologies to those members who receive a postal copy of the newsletter for the late delivery of their copy last month. This was due to holidays at the printers.

FROM THE EDITOR

From all the feedback I've received everyone seemed to enjoy our July meeting when my brother told us of some of the more interesting aspects of his 30 years as a police officer. One consequence is that I now have to spend a couple of days helping him finish his restoration of a 1966 MGB roadster. This has been an ongoing project for the last 25 years. He has also restored a 1972 MGB which has won prizes at various shows. Hopefully I'll get a picture of the two cars for the newsletter front cover once the restoration is complete.

2019 is a significant year as it's the 60th anniversary of the launch of the Mini and the Ford Anglia 105E. It's also the 50th anniversary of the Apollo 11 moon landing. I wonder how many of us can remember what we were doing at the time?

I had just finished my O levels, probably the only exams I really worked hard for, and was fascinated by the whole space programme. I was following the Apollo 11 mission on TV and remember the BBC coverage with Patrick Moore, Cliff Michelmore and James Burke (of Tomorrows World fame). From memory they after they had landed on the Sunday evening they spent a few hours resting before stepping out onto the moon's surface at around 4am the following morning. I was watching on my own TV, which had been given to me a few years earlier but I had to repair it before I could get it set up in my bedroom. I had wired it up so I could switch it on and off from a potentially lethal switching box next to my bed so I set my alarm to just before 4am, went to sleep and woke up in time to watch the moonwalk live. I'm sure they repeated the moonwalk after Armstrong and Aldrin returned to lunar module but I fell asleep after the live broadcast.

Do you have any memories of this momentous occasion?

Next month I'll be celebrating the 60th anniversary of the launch of the Mini. If you have any pictures or stories about your Mini experiences that can be published please send them to me.

Keith

Will any Member wishing to have an item, article or picture included in the newsletter please submit it to the editor no later than the 15th of the month, these may be edited to save space. Thank you.

GROUP MEMBERSHIP NEWS

Welcome to the Group

New Associates

**Barrie Bradshaw, Patricia Davies, Roger Donald,
Paul Douglas-Semple, Andrew Fox, Michael Morris,
Aurangzeb Murtaza, Cheryl Smith, Sam Smith,
Gurpreet Tatla, David Wray**

At the recent Walton Classic Car Show we signed up a record three new associates. Welcome to all our new associates.

Congratulations

On passing the Advanced Test

No notifications of passes this month



Spotted at Wentworth Castle Gardens

Is it water or something else to keep our canine friends happy?

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.

The Group Telephone number is 0113 314 9969

Data Protection – Privacy Notice (GDPR)

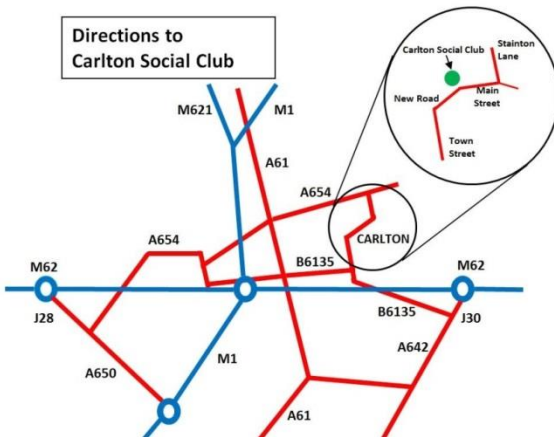
Mid Yorkshire Advanced Motorists (MYAM) is committed to looking after the information that it holds on behalf of its members in a way that complies with the General Data Protection Regulations (GDPR).

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.

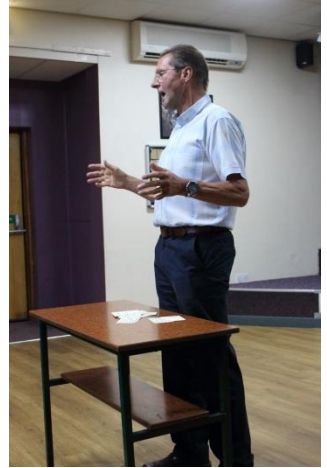
Take the next right, B6135, towards Lofthouse. Follow the B6135 under the M62 onto Ouzlewell Green towards Carlton and Rothwell. Follow the road past Carlton Primary School and the Social Club is on the left just before the Unicorn pub.

There is a car park with overspill parking available on the grass area opposite the club.

July Meeting - Memoirs of a Police Patrolman

In 2004 my brother, Brian, retired from the West Midlands Police after completing over 30 years of service having started as a cadet in 1971. He had originally intended to go into an engineering career, having had offers of apprenticeships with a couple of local companies, one of which was at "The Austin" the local name for the British Leyland plant at Longbridge. His retirement brought to an end 84 years of continuous service by members of his family as our grandfather, mother, father and his father-in-law had all served in the Birmingham police force since 1920.

At our July social meeting he gave us a talk on some of the more interesting experiences he had while he was in the police, many of which involved animals. The billy goat that had cornered several people and nearly gored him but would calm down when called by its name, the cow on the foggy M42 motorway that turned out to be a herd of cows causing the motorway to be closed while they moved them into an adjacent field, but the one incident that still haunts him was the day in 1989 when he was in his patrol car on the M6 when he saw a tanker swerve into lane 2, then stop on the hard shoulder, the driver got out and started running back down the motorway to retrieve an "object" on the hard shoulder. This object turned out to be a tortoise about to cross the motorway. He retrieved the tortoise, took it back to the motorway base before resuming his patrol. Then, as he said, it all kicked off with the story of the tortoise on the motorway reaching the local radio and TV news, national and international newspapers and TV.



Brian with the tortoise overlooking the motorway

So many people claimed the tortoise, including one woman in Kent who was convinced it was her lost tortoise who had travelled the motorway network since she'd lost it, that they had to hold a "tortoise identity parade". The real owner was a 13 year old boy who lived next to the motorway and could positively identify it because of the broken shell where he'd attached a piece of string in order to retrieve it when it made a bid for freedom.

The BBC then contacted him to

appear on Blue Peter with the tortoise and its owner to retell the story. And yes he did receive a Blue Peter badge!

In 2001 he left the motorway joining HQ Operations support in the centre of Birmingham. This took him all over the country and the world with one memorable visit to India to help them to set up a motorway network. He was also involved with setting up “BikeSafe” a project aimed at reducing motorcycle casualties.

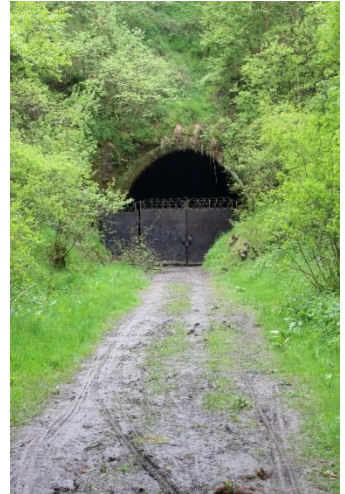
Having experienced many examples of poor driving on motorways he is in favour of further driver education, especially for motorways, once a driver has passed their test. As has been said many times you only start learning to drive once you’ve passed your driving test. He’s also in favour of improving the training for driving instructors especially those who are involved with the Pass Plus scheme.

Keith

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Queensbury Tunnel

You may have heard of the Queensbury rail tunnel which linked the old railway line from Bradford to Halifax at the Queensbury station or seen recent reports on TV. As Queensbury is one of the highest settlements in the country, at around 1000ft, the actual station was about 400ft below Queensbury. It is unusual as the lines from Bradford, Keighley and Halifax met at the triangular Queensbury station.



Queensbury entrance in 2017

The 2501yard (2287m) tunnel took four years to construct opening in October 1878 but closed in May 1956. At least ten men were killed during the construction. Since its closure little maintenance has been done and plans for formal abandonment recommending infilling the entrances have been announced by Highways England’s Historic Railways Estate (HRE).

In 2014 it was proposed by a local heritage group that the tunnel should be repaired and reopened as part of the Great Northern Railway Trail. HRE had undertaken a costing for this proposal estimating it at around £35 million but the group developed an alternative repair scheme costing £2.8 million. A study in 2017 indicated that using the tunnel as part of a network of cycle paths linking Bradford and Keighley to Halifax could generate around £37million of economic benefits over 30 years.

There is an ePetition, details in the link below, and a Planning Application on the Bradford Council website (19/02242/MAF) to which there have been nearly 3600 objections to the

infilling of the tunnel entrances at the time of writing but by the time the newsletter goes out the closing date for comments on the planning application will have passed.

For more information on the campaign to keep the tunnel open and the Great Northern Railway Trail see

<http://www.queensburytunnel.org.uk/>

<https://www.sustrans.org.uk/ncn/map/route/great-northern-railway-trail>

Keith Wevill

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The Technology in Your Car – 6 Cruise Control

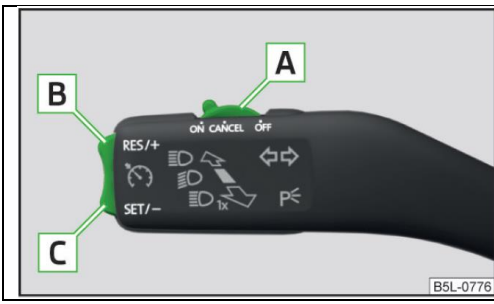
Many cars these days are fitted with cruise control, a system which can maintain a constant speed without the need to have your foot on the accelerator pedal. Ideal for those long motorway journeys but how does it work?

It's no surprise that the system was invented in the USA where long journeys on open roads are common but you may be surprised to know that the early systems date from the 1950s. However although they have the same function, the latest systems work in a slightly different way to the early systems.



One early system used a dial to set the speed and once set the system compared the vehicle speed with the preset speed and adjusted the throttle as required to maintain the speed. In later systems the driver pressed a button when the required speed was reached and a motor adjusted the throttle cable. It was possible to override the system by depressing the accelerator pedal to increase the speed but it was not possible to decrease the speed. The system could be turned off by pressing the clutch or brake pedal or operating the on/off switch.

Modern systems work in the same way but are integrated into the engine management system. Most cars these days are throttle by wire with no direct physical connection between the accelerator pedal and the throttle, the throttle position is effectively computer controlled by the Engine ECU. The driver still presses a button (C in the diagram below) when the required speed is reached and the ECU does the rest. Pressing the brake or clutch pedal will disengage the system and return control to the driver. A second button (B in the diagram below) can resume the preset speed. In addition the speed can be increased or decreased by pressing the appropriate buttons on the control stalk. Because the system is integrated into the engine management system it makes easy for manufacturers to incorporate it and it can often be fitted as an accessory by fitting the appropriate stalk and setting up the engine ECU to accept the cruise control option.



The cruise control stalk on my car

- A** – Activates and deactivates the system.
- B** – Resumes the preset speed or increases the speed.
- C** – Sets the speed or decreases the speed.

Some cars have the option of Adaptive Cruise Control. Once set, the system will maintain the preset speed but if it encounters slower moving traffic ahead a radar system mounted at the front of the car will slow the car down to match the speed of the traffic and maintain a safe distance from the vehicle in front. When combined with an automatic gearbox it is possible for the car to come to a halt if the traffic ahead stops and move off again once the traffic starts moving all without any intervention from the driver.

Cruise control can take a bit of getting used to but I find it useful when travelling through motorway road works at 50mph or at the speed limit on a “smart” motorway. If you’ve never encountered it before and your new car has it fitted it’s worth trying it out on a clear road to get used to it before you use it “in anger”.

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Some Thoughts on Changing the Spare Wheel

My wife's car (a Ford Fusion) came without a spare wheel (a combination of cost and weight saving according to Ford) and so was provided with a small compressor and a can of gunge to spray into the wheel in the event of a puncture. This gunge will usually render the tyre unrepairable even if the problem was just a small nail, and also will take ages to clean the wheel up again afterwards. It will also be of no help in the event of a major delamination of the tyre. Fortunately there is a wheel well under the boot so I purchased a wheel (only a skinny get-you-home space saver) and a jack.

When I was looking for a replacement car recently, I discovered that some newer cars do not even have a place to keep a spare wheel which I think is remarkably short-sighted (they were 7 seaters where the 3rd row of seats folded down into where you would expect the spare wheel well to be). I did not buy one of those.

Giles Dive

Direct Debits

As we are moving to direct debits to collect members annual subscriptions we would like to remind you to remember to cancel any standing order you have set up for your MYAM subscription once you have set up your direct debit.

The British Grand Prix 1988

“Are you doing anything on 10th July?” went the phone call from Sid, one of my friends from university. “Nothing special” I replied. “Would you like to go to the British Grand Prix? I’ve got a spare ticket” said Sid. “Yes” said I. “Good. Can we come and stay the night?”

So Sid, his girlfriend and another friend turned up on the Saturday evening. We sat up talking until around midnight then just before we went to bed I asked “What time do we need to get up?” “Oh around 4am, to make sure we can get a good place in the car park so we can get out easily after the race.” “Some one hold him down while I throttle him”. The rest of my reply is unprintable!

Around 5am on the Sunday we set off to Silverstone, having to use two cars as Sid was going straight back home to Wrexham and I had to get back to Leicester. We parked my car near the circuit and transferred to Sids car to drive to the circuit and parked near to the entrance. This meant a long walk to the stand not helped by the fact it was raining. I cannot remember which stand we were in but it was on a corner with a TV screen opposite meaning we could see more of the race.

To add to the entertainment there was a Pro-Celebrity race before the main race. This involved several well known people racing brand new Alfa Romeos around the track. Two of the participants were Eddie “The Eagle” Edwards and the minister for Education, Kenneth Baker. I remember these two as Eddie managed to make a real pigs ear of negotiating our corner everytime he came round, this included the warm up lap and the slowing down lap. Kenneth Baker must have been in a marked car as every time it passed us there was another dent in it!

The main race started with Gerhard Berger on pole, Ayrton Senna in 3rd position and Nigel Mansell down in 11th position on the grid. After 65 laps in the rain Senna had made his way to the lead with Mansell in second place finishing about 23 seconds behind Senna.

As is usual the cars have one more lap to slow down and make their way back to the pits. As Senna passed us everybody clapped but when Mansell went passed the whole crowd erupted. If he’d won I doubt if he would have got back to the pits! I suspect the crowd were slightly biased!

We then made the long wet trek back to the car park to get in the queue to get out of the circuit but because of our forward planning it didn’t take us too long.

Is Hay Fever Pollen You Down?



A runny nose, headache and constant sneezing – these are just a few of the symptoms hay fever sufferers deal with during the summer. These symptoms can affect motorists in a number of ways.

Here's some advice from IAM RoadSmart's head of driving and riding standards, Richard Gladman, about what you can do to better cope with it before taking to the road.

- Ensure your car is clean and dust free and that you operate the air conditioning or ventilation to your advantage, making use of air re-circulation where possible. It's also important that you change your pollen filter regularly.
- For anyone who hasn't been diagnosed with hay fever and is feeling under the weather, avoid driving or riding and arrange to see your GP as soon as possible. What you might think is just a slight cold can become a major distraction – so get it checked before it gets worse.
- While over-the-counter medicines will help with a runny nose and sneezing symptoms, they can also blur vision and make you feel drowsy – check with your GP to decide what the best course of action is.
- Your GP may advise you to take anti-histamines to control the symptoms, but make sure you take the non-drowsy ones. If you're unsure, read the leaflet or speak to your pharmacy for more advice.
- If you need to get somewhere but don't feel well enough to drive or ride then see if someone you know can take you and bring you home again. Whatever you do, don't take yourself - you may just end up sneezing and travelling up to 50ft with your eyes closed and losing control of your vehicle.

Richard said: "If you are stopped by the police after taking a hay fever remedy and driving whilst impaired you could find yourself falling foul of [drug driving regulations](#).

"Be sure to check the medication thoroughly and see if it is suitable. But most importantly, concentrate on your route to recovery so you can get back onto the road sooner rather than later."

Pictures from Thornes Park



Pictures taken by Giles Dive and Keith Wevill

And Finally.....

They say curiosity killed the cat but ever wondered

Why the sun lightens our hair, but darkens our skin?

Why don't you ever see the headline "Psychic Wins Lottery"?

Why is "abbreviated" such a long word?

Why is it that doctors call what they do "practice"?

Why is the man who invests all your money called a broker?

Why is the time of day with the slowest traffic called rush hour?

When dog food is new and improved tasting, who tests it?

Why didn't Noah swat those two mosquitoes?

You know that indestructible black box that is used on airplanes? Why don't they make the whole plane out of that stuff?

Why don't sheep shrink when it rains?

Why are they called apartments when they are all stuck together?

This Month's Teaser

The Thornes Park pictures show an "I've got a tiger in my tank" sticker. Which petrol company had this as its advertising slogan?

Last Month's Teaser

Last month I asked when did the Keighley and Worth Valley railway reopen the line between Oxenhope and Keighley. The line opened originally on 15th April 1867 but was closed in 1962 following the Beeching report. The preservation society bought the line and reopened it on 29th June 1968.

Your Committee

Chairman	Janice Haigh		myam.chairman(at)outlook.com
Secretary	Paul Macro		myam.secretary(at)outlook.com
Treasurer	Rosie Bricis	0113 2534528	myam.treasurer(at)outlook.com
Membership Secretary	David Rushfirth	01924 211510 07966 134045	myam.membership(at)outlook.com
Youth Liaison	David Speight		
Speaker Secretary	Position vacant		
Events Manager	Alan Jones	07714 444595	alan.j909(at)btinternet.com
Website	David Rushfirth	01924 211510 07966 134045	myam.webmaster(at)outlook.com
Newsletter	Keith Wevill	01274 815281	myam.newsletter(at)outlook.com
Chief Observer	David Rushfirth	01924 211510 07966 134045	myam.webmaster(at)outlook.com
GDPR Manager	David Rockliff		

Due to computer hacking and high levels of spamming we have had to remove the hyperlinks to our e-mail addresses and have replaced the @ symbol with (at) so you will need to retype the address in the correct e-mail format, i.e. replace (at) with @, with no spaces.

URGENT REQUEST

We are still in need of a Speaker Secretary to organise the speakers for our monthly meetings. Please contact any member of the committee if you are interested this position.