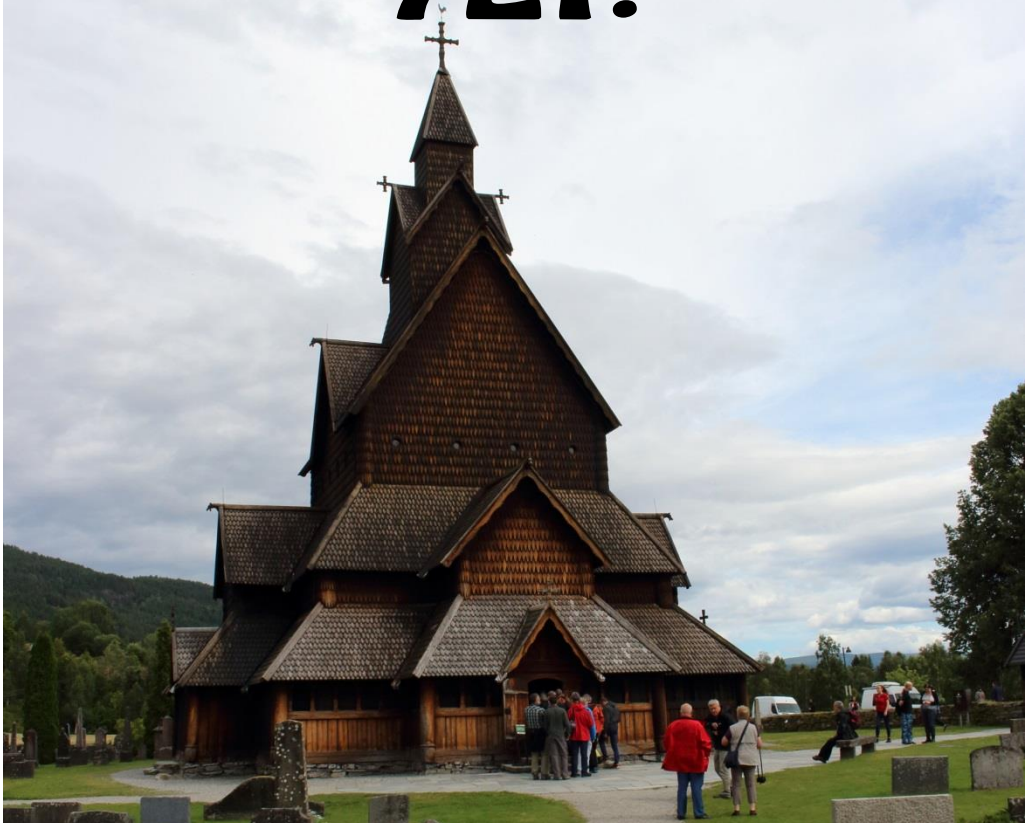


ARE WE THERE YET?



Mid Yorkshire Advanced Motorists Newsletter

February 2019

iam
RoadSmart

Group Number 4178
Registered Charity Number 1053843





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Cover Photo – Heddal Stave Church, Telemark, Norway

Constructed around the beginning of the 13th century this is Norway's largest stave church. Legend has it that it was built in three days. Constructed entirely from wood most of the remaining medieval stave churches are in Norway. See https://en.wikipedia.org/wiki/Heddal_stave_church for more information.

FORTHCOMING GATHERINGS

Date	Meetings	Location
Sunday 3rd February 10am – 6pm	Sunday Driving Sessions Assessment runs for all Associates & Members	Sigma Ltd Alpine Court, Castleford, WF10 4TL
Monday 4th February 7:30pm	MYAM Social Evening William Merritt Centre	Aire House 100, Town Street Rodley Leeds, LS13 1HP
Sunday 17th February 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 3rd March 10am – 6pm	Sunday Driving Sessions Assessment runs for all Associates & Members	Sigma Ltd Alpine Court, Castleford, WF10 4TL
Monday 4th March 8pm	MYAM Social Evening Alison Wright from The Wright Will Company	Carlton Social Club Main Street Carlton WF3 3RW See page 7

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.

FROM THE EDITOR

Success. Following recent problems with the newsletter distribution I have found a solution. However, if you do not receive your email copy by the weekend before the social meeting please email me and I'll send out a replacement copy.

As I write this we have just had the first snow of the year. Not much and it all disappeared within a day or so. I don't have to remind you to ensure your car is ready for winter with the correct concentration of anti-freeze and screen wash and that the tyres have sufficient tread and the correct pressure. Don't forget to clear all the windows and the roof of snow before driving off. Also make sure the front windscreen is clear. I'm sure we've all seen cars with just a small clear area for the driver to see out through. Those of you lucky enough to have a heated windscreen should not have this problem, clear all other windows, start the engine, turn the heated windscreen on, wait a couple of minutes, operate the wipers then drive off with a virtually clear windscreen. I used to enjoy watching other people scraping their windscreens as I sat in the car with the heated windscreen on. In my opinion, one of the best features ever on a car.

If you are planning a long journey don't forget to check the weather forecast along your route as I'm sure you wouldn't want to be stuck when a road is closed like the M62 last year.

The committee have been hard at work and we now have a programme of speakers for our social meetings for the next six months. The first of these is the visit to the William Merritt Centre, details of the venue are on page 11. If you find this visit interesting and would like more let us know and we can organise further visits. If you have any suggestions for speakers, again, let us know.

I have been thinking about articles for the newsletter and one thing came to mind. Cars now are more complex than ever with features that we'd never have dreamed possible thirty or forty years ago. So starting in the next newsletter each month I'll feature a different feature as fitted to modern cars either as standard or as an option, giving a simple description of how it works and what benefits it gives. I have to admit I do like many of the features on my car which is much more complex, but fortunately more reliable, than my first car – a Mini.

Keith

GROUP MEMBERSHIP NEWS

Welcome to the Group

New Associates

Robert Clay, Ian Dransfield, Simon Hall, Hatam Naderi, Lin Veitch

Congratulations

On passing the Advanced Test

David Dawson - Observer Ruth Watson

David passed with a FIRST. Ruth has had 3 Associates and 3 F1SRTs

Elise Thornton - Observer Roger Illingworth

James Wallis - Observer David Stringer.

Ashleigh Weller - Observer Les Horsman

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Low Emission Zones

It's been announced that Leeds has been given the go-ahead to introduce a Clean Air Zone where vehicles that do not meet minimum emission standards will be charged to enter the zone. For cars and small vans this is any petrol vehicle that meets the Euro 4 standard introduced in January 2006 or any diesel vehicle that meets the Euro 6 standard introduced in September 2015.

London already has an Ultra Low Emission Zone (ULEZ) and there is a website where you can check if your vehicle would be subject to a charge for entering the zone. If you are planning to drive in London, visit the following website and enter your registration number to find out if you will be charged.

<https://tfl.gov.uk/modes/driving/ultra-low-emission-zone/vrm-checker-ulez>

I entered my registration to find out my car is exempt from the charge but I have no intention of driving in London if I can help it.

Ed

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)

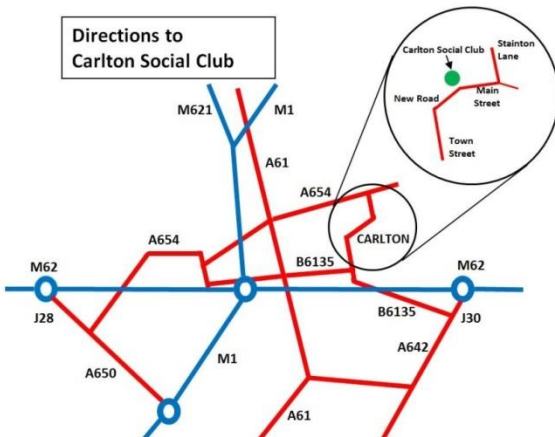
Mid Yorkshire Advanced Motorists (MYAM) is committed to looking after the information that it holds on behalf of its members in a way that complies with the General Data Protection Regulations (GDPR).

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.

January Observer Meeting

Instead of the usual group meeting on the first Monday of January, the evening was given over to an observer meeting with Richard Gladman, the Head of Driving and Riding Standards at IAM RoadSmart. His role effectively covers that of the former Chief Examiner. We were joined by observers from our neighbouring groups, Skipton, York and Barnsley.

The meeting was a little unusual, in that I 'interviewed' Richard, in the hopes that my background and understanding of some of the constraints the charity faces would give me the temerity to ask questions that most observers might hesitate to ask. For his part, Richard had promised that if the question was out there, it deserved an answer and he was true to his word. Many of the prepared questions were never asked; he answered many of the points without specific enquiry. Towards the end the questioning was open to the audience, and again, all points raised were answered fully. We were left with the clear understanding that we aim to create thinking drivers and that the outcome was more important than pedantic adherence to the ways and means by which the outcome was achieved. We help people to drive better; we do not teach them to drive.



Overall, the session was enjoyed and appreciated by all present. It had been arranged because several of our newer observers were not entirely sure of the limits of their training remit, and many of the older hands were equally unsure if all remained the same in the light of the new training material and were consequently a little hesitant about the advice they gave. The meeting cleared the air on many of these issues. The current training material remains but is the subject of continuous evolution and an updated version is in the pipeline already. There are three versions of it, for associates, observers and examiners respectively. Following upon the completion of the IMI qualification for observers, the IMI qualification for examiners is now being rolled out, to supersede the former examiners 'Quality Assurance' checks. The hope is that the day may come when we all work to the same standards, although presently that seems more of a work in progress for examiners as far as the charity is concerned.

There was a certain disagreement about the associate grading/test marking regime which uses only three levels (observers would almost unanimously prefer 5 levels) but Richard explained that the verbal debrief and the written comments should be quite capable of recording and rewarding training progress. How many observers were won over by his arguments remains a question.

The interview also touched on the Masters test, particularly in relation to the marking in comparison with the Advanced test. This raised the question of whether the present marking system for both tests was leading to 'grade inflation' where a disproportionate number of Masters distinctions and F1RSTs were being awarded. Both were originally conceived as a mark of exceptional performance, which appeared to be becoming less exceptional with the passage of time. Both situations are under regular review. In particular, the pass and distinction marks at Masters level may be tightened somewhat, to reflect original police thinking. This was the concept of the test marking during development, which was eased before it was rolled out.

In summary, the evening provided a useful opportunity to confirm that many of the matters of concern to observers are subject to constant attention and, even if we don't get all our wishes, our views are not entirely ignored.

Richard was accompanied by David Gallagher, IAM RoadSmart's Young Driver Ambassador, who outlined some of his thinking and work to enhance our engagement with young drivers. Hopefully we shall get to hear more about this work later in the year. Arrangements are in hand to have David and his double act partner, Older Driver Ambassador Paddy Hopkirk, of rally driving fame, visit the groups later in the year.

David Stringer

A Grand Day Out

December 12th was fine and bright as I headed to Mexborough. Peter Serhatlic had invited me to sit in on a Masters test, and the candidate was none other than our own Chief Observer, David Rushfirth.

I had been mentoring David for this for some time. Indeed, our first outing was some two years ago when he gave me the distinct impression that he would shine at this level. Life intervened, as it does, and it was not until the middle of last summer that we were able to take up the process again. Over the intervening months, I took David to all sorts of places he had never heard of and encouraged him to do all sorts of things that seemed anathema to an advanced driving test. 'Come on, foot down, the road is good for far more than the speed you can legally do!', or 'Stop cutting the right hand bends, it implies you are going a little too fast!'. Such phrases are probably still ringing in David's ears even today. He learnt to change gear; his MG has so much grunt it would probably survive without a gearbox. He learnt the joys of coming out of a corner like a policeman in pursuit.

December 12th was his chance to prove his ability and he did so with some style. Not only did David achieve a well deserved distinction, he delivered the most accomplished drive I have had the pleasure of seeing at this level. That is not to say it was perfect, such drives never are. He hesitated on an overtake, which might have compromised the safety, and he still cut a few right hand bends – slightly. But apart from that he covered the requirement of Masters perfectly. It is a drive that is not simply to a high standard, but one that involves the passenger and is a real pleasure to witness.

The pleasure was heightened when Janice Haigh asked me to present David's certificate at the recent observer meeting. It was a fitting end to a most enjoyable journey. Thank you, David.

Footnote: We now have five Masters in the group. The test is the ultimate challenge for a civilian driver, and both Peter Serhatlic and Richard Gladman claim it is harder than the police advanced course, because you have to do it all within the law (particularly the speed limits!). It's also expensive now, a point I rammied home hard to Richard Gladman. It should be cheaper, to encourage observers to undertake the course. However, you don't have to take the test; input from a mentor would help you develop your skill. Simply speak to David Rushfirth, Ruth Watson, or myself if you would like to try it.



David Stringer

Happy New Year!

I hope you all had an enjoyable holiday and that the new year is starting well for you.

For my part, I took the opportunity of turning off the computer, locking the door, and letting the telephone go to the answerphone. It was wonderful!!!

Gone are the days when we had the "in-laws", the "out-laws", elderly aunts, and any "waifs and strays" on Christmas Day, and my husband and I would entertain about a dozen people (with the help of my mother) for dinner.

Now I am on my own (and I have no close family), I can do exactly as I please, and I am surprised at how many people have said that they would love to do the same.

In early December, we had the MYAM social evening, which was very enjoyable, and the following day a friend and I went to the Cotswolds for a few days to visit the Christmas markets in Bath and Bristol, and then we went to North Wales. It was a lovely change, and I enjoyed the driving.

On my return, I had to chair a board meeting for Care & Repair (the other charity for which I am Chairman), and then I was able to celebrate Yule (the Winter Solstice) and enjoy the rest over the holiday.

Now I, like everyone else, am "back in harness", and your committee and I are already planning for the coming year. We are arranging speakers for the social evenings, attendance at rallies and shows, skill check drives, and changes to make the running of the Group easier for all concerned.

In particular, we are organising the move to payment of subscriptions by direct debit, which will allow the Group to amend the subscriptions as and when necessary. This will mean much less work for our Treasurer and our Membership Secretary, who, like many of the committee members, have full time jobs. I would be very grateful if you would make it a New Year's Resolution to complete the necessary form as soon as possible.

On my part, since the resignation of our Group Secretary, I am currently covering this role in addition to that of Chairman. So, if anyone is interested in joining the committee and taking on the job of Secretary, I would be very grateful.

Thanks to the dedicated and hard-working members of the committee, we have a very active Group, but we can always use an extra pair of hands. Why not make it another New Year's Resolution to volunteer?

Finally, please keep checking the newsletter and the website for upcoming meetings and events.

Very best regards,

Janice

The William Merritt Centre

As mentioned in last month's newsletter our social meeting on February 4th is a visit to the William Merritt Centre at Rodley on the outskirts of Leeds.

Their website, <https://www.wmdlc.org>, states

The William Merritt Centre is a charity and a social enterprise we offer impartial and professional advice for Children and Adults carrying out assessments for clients, healthcare professionals and members of the public about daily living aids. We offer a try before you buy ethos allowing clients to identify individual needs to enhance their independence.



We are also a Regional Driving Assessment Service and do driving assessments, passenger assessments and assessments for vehicle adaptations.

Our visit will be biased towards the Driving Assessment Service and vehicle adaptations side of their activities. Please note that the meeting starts at 7:30pm not our usual 8:00pm.

The centre is located on the A657 just off the A6120 Leeds ring road. The address is

Aire House, 100, Town Street, Rodley, Leeds, LS13 1HP.

If you are using satnav it will probably say you have reached your destination about a quarter of a mile short of the centre if you are travelling from the ring road (or at least my satnav did). There is also a speed camera immediately opposite the centre and there is a sign to the Rodley Nature Reserve adjacent to the centre. The centre has a car park with plenty of spaces.

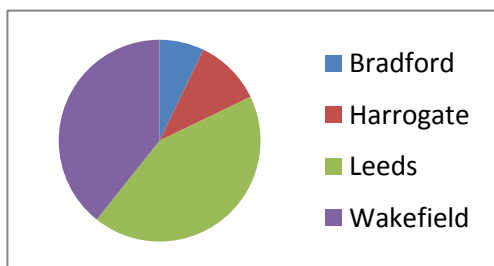
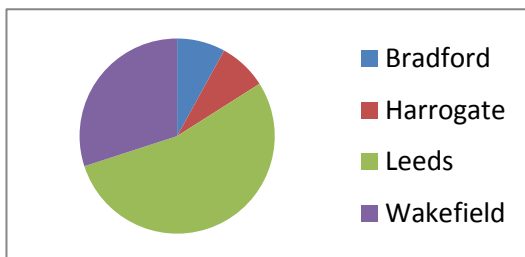
From The Membership Secretary

It is always good to review our membership at the close of each year, when the steady stream of new Associates dries up over Christmas. An important aspect of this year has been the difference between where our Associates live and where our Observers live.

MYAM covers a large geographical area and there are times when this puts a strain on our volunteer Observers. An Observer living in Knaresborough does not mind meeting a Bradford based Associate at Pool Bridge or north Leeds, but when the Examiner arranges a test from Brighouse or Halifax new routes have to be devised and two extra hours are taken out of the Observer's day. But we do it, because we are helping someone improve their driving and contributing our own little bit to making the roads safer.

Fifty new Associates were passed to us by IAM in 2018. The geographical split by postcode is set out in the chart (right). 27 of the 50 (54%) have a Leeds postcode.

Unfortunately, this is not reflected in the places that our Observers live, as the chart below shows.



Less than half (43%) of our volunteer Observers have a Leeds postcode. **They need help.** Observing really does help you to think about your own driving. Please give it go, particularly if you live in Leeds. David Rushfirth would love to hear from you.

Enjoy your driving

David Rockliff, Membership Secretary

New Year, New Car? Tips from IAM Roadsmart

The new year is finally here and for a lot of us that means a fresh start; a new job, an expensive gym membership or the tempting thought of buying a new or used car.

However, today's high-tech cars can be concealing unknown wallet-crunching problems. Fortunately, you don't need a degree in electronics or a mobile diagnostic machine. Just follow our advice by Tim Shallcross, IAM RoadSmart's head of technical policy, and you'll soon tell a trustworthy bargain from a troublesome money pit.

Service history

Modern engines are staggeringly efficient compared with their predecessors, but proper maintenance is essential to keep them that way. Oil, brake fluid, filters and coolant must all be changed when the manufacturer specifies, otherwise expensive problems are being stored up for the future. Ask for the service history and take time to look through it carefully. If the service record is seriously incomplete or missing - walk away, otherwise you could be footing the bill for someone else's neglect.

Dashboard lights

ABS, SRS, ESC, engine management – every electronic system has a warning light. Make sure they all light up when you turn on the ignition – unscrupulous sellers have been known to remove a bulb to disguise a faulty system. You may need to turn the ignition on and off a few times before you spot them all. Most should go out within a few seconds, the rest of them when you start the engine and release the parking brake (handbrake). After that, a light means a problem. Don't be fobbed off with "they all do that" or "that's normal." The car has a fault, so walk away.

Engine

Listen carefully for the first few seconds – knocks or rattles on start-up can mean trouble. Watch the exhaust smoke; white vapour from a cold engine is normal provided it disappears as the temperature rises. Black smoke on heavy acceleration means dirty or worn injectors and blue smoke at any time indicates a badly worn engine – often through neglected maintenance. Avoid the car.

Road test

Listen for suspension rattles and clunks over rough roads. Check gear-change smoothness, the cars steers straight ahead and brakes squarely. Try stopping at different rates – gently and rapidly. The engine should never stall as the car stops, nor should the revs drop very

low then pick up to the right idle speed. If it does, there's a problem with the management system.

Learn to walk away

Keep your head and reject a car with signs of problems. Cars are more often an emotional choice than a rational one, but the emotional choice is much more likely to end in tears. If you have any doubts at all, go home and sleep on it. If the salesperson hints at other buyers on the way, call their bluff – there are thousands more bargains out there.

Important Reminder About Your Annual Subscription

As you may remember from previous newsletters, MYAM is now giving members the option of paying their annual subscriptions using a direct debit payment. It has also been agreed that the annual subscription from 1st January 2019 will be £10.00 for all paying members, and that renewals are due on 28th of the month.

MYAM does not have a fixed subscription renewal date and our members renew throughout the year. About two weeks before each month starts the Membership Secretary will send out details to the members who are due to renew. You will be asked to submit your direct debit details to GoCardless using an online web link that is unique to MYAM and to that month. It is a simple process for each member and saves a lot of administration time.

GoCardless (<https://gocardless.com>) will administer the direct debits on our behalf. Using GoCardless also means that **MYAM does not know your bank account details**, with all the security problems that involves.

If you set up a direct debit then please cancel any existing standing orders – we wouldn't want you to pay twice!

Wanted



Do you have any photos, cartoons or stories that you think may be of interest to our members? If so please email them to me at the address on page 16. I can accept most common formats but if you have any real photos give me a call to get the address to send them to or hand them to me at one of our social meetings. I'll scan them and return them to you.

Any contributions to the newsletter will be acknowledged.

Ed

And Finally.....

A foreigner was touring the USA on holiday and stopped in a remote bar in the hills of Nevada. He was chatting to the bartender when he spied an old Indian sitting in the corner. He had tribal gear on, long white plaits, wrinkled face. "Who's he?" said the foreigner. "That's the Memory Man." said the bartender. "He knows everything. He can remember any fact. Go and try him out."

So the foreigner goes over, and thinking he won't know about English football, asks "Who won the 1965 FA Cup Final?" "Liverpool," replies the Memory Man. "Who did they beat?" "Leeds," was the reply. "And the score?" "2-1." "Who scored the winning goal?" "Ian St. John," was the old man's reply. The foreigner was knocked out by this and told everyone back home about the Memory Man when he returned.

A few years later he went back to the USA and tried to find the impressive Memory Man. Eventually he found the bar and sitting in the same seat was the old Indian only this time he was older and more wrinkled. Because he was so impressed, the foreigner decided to greet the Indian in his native tongue. He approached him with the greeting "How". The Memory Man replied, "Diving header in the six yard box."

This Month's Teaser

Canal boats usually travel up or down hills through locks but an alternative was to use an inclined plane. There are two examples of inclined planes in the UK, both now disused, but where are they?

Last Month's Teaser

Last month I asked "Which famous comedian is responsible for this quotation? "I sent the club a wire stating, **PLEASE ACCEPT MY RESIGNATION. I DON'T WANT TO BELONG TO ANY CLUB THAT WILL ACCEPT ME AS A MEMBER.**" It was of course Julius Henry Marx aka Groucho Marx.

Your Committee

Chairman	Janice Haigh		Contact via the secretary
Secretary	Position Vacant		myam.secretary(at)outlook.com
Treasurer	Rosie Bricis	0113 2534528	rbricis(at)live.co.uk
Membership Secretary	David Rockliff		Membership.myamcar(at)iamGroups.org.uk
Youth Contact	Position Vacant		
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
Ex officio	Bill Jackson Paul Macro		

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 a Group Secretary and Speaker Secretary for the committee. Please contact any member of the committee if you are interested either of these positions.