

ARE WE THERE YET

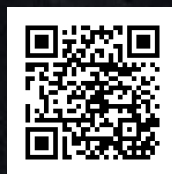


Mid Yorkshire Advanced Motorists Newsletter

January 2017



**Group Number 4178
Registered Charity Number 1053843**



WHAT'S INCLUDED IN THIS MONTH'S ISSUE

- Page 3** **All about the forthcoming gatherings**
- Page 4** **From the Editor**
- Page 5-7** **Group Membership News.**
5. Welcome, Congratulations, Birthdays
6. MYAM Online
7. Group Notices inc. Directions to the Manor
- Page 8** **Chairman's New Year Message**
- Page 9** **Fog and Fog Lights**
- Page 10** **Christmas Quiz**
- Page 11 -12** **IAM News Releases and Tips.**
11. More sunshine...more glare time
12. No hard shoulder to cry on
- Page 13** **Hard-shoulder running on 'smart' motorways needs re-think, says AA**
- Page 15** **And Finally.....**
- Page 16** **Your Committee contact details**

Cover Photo - Scammonden Bridge M62



In last month's newsletter I mentioned the M62 was 40 years old so this month's cover picture is the Scammonden bridge spanning the Deanhead cutting between junctions 22 and 23. Construction began in 1967 and, designed to withstand the severe Pennine weather, it carries the B6114 over the motorway. At the time of building it was the longest single span non suspension bridge in the world. The earth removed from the cutting was used in the construction of the nearby Scammonden Dam.

FORTHCOMING GATHERINGS

Date	Meetings	Location
Sunday 8th January 10 am	Sunday Driving Sessions Assessment runs for all Associates & Members. Look for the caravan.	McDonalds car park On the roundabout with Oakwood Lane and Easterly Road LS8 2RB
Monday 9th January 8 pm	MYAM Social evening. Clips & Questions - Short video clips to watch, discuss and question, IAM RoadSmart examiner Gerry Byrne will be with us to take your questions.	The Manor Golf Club. Bradford Road, Drighlington, Bradford, BD11 1AB (See page 7 for directions)
Monday 6th February 8 pm	Sarah Sillars OBE IAM CEO	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.

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

Congratulations



Congratulations to Vicky Croft on the birth of a baby girl, Peyton Rose weighing 6lb 3oz, on 15th December.

FROM THE EDITOR

It's a new year and a new look for the newsletter front cover.

Motoring is not just for commuting and shopping but also for pleasure and visiting various attractions around the country. So each month the front cover will feature a view or event, primarily from the Yorkshire area but also featuring views from other areas within easy travelling distance. There will also be a short description of the cover picture and occasionally a longer article to tempt you to visit. I hope you like the change. Let me know what you think.

Having searched my collection of photographs I have several month's worth of pictures but do you have a picture you think would be suitable for the cover? Perhaps somewhere you visited that you think would be of interest to others. Ideally they should be in portrait format but I can use a landscape photo providing I can extract a suitable section. I can accept most formats which can be sent to my email address on page 16. I can also accept photos taken with a film camera which you can give to me at one of the monthly meetings or contact me by phone or email for an address to send them to. I'll return them after scanning. Don't forget to include a short description of the picture. Note that pictures may be edited. Please contact me if you need any further information.

Any picture used will be acknowledged and will be eligible for the MYAM award.

Keith

Last Month's Teaser

I cannot be certain exactly how the circle was formed but that is the position where the sat nav mounting is located.

For this month's teaser the question is "How did I take the cover photo?" It was taken on 6th November at around 9am. I was alone in the car and can assure you I had both hands on the steering wheel and that I was in control of the car at all times. If you read last month's newsletter there is a slight clue.

Welcome to the Group

**Dorothy Heaps
Kate Palmer**

Congratulations

On passing the Advanced Test

**Matthew Beck - Observer Alan Jones
Paranjit Bharaj - Observer Les Horsman
Helen Eves - Observer Bill Jackson
Ayesha Cantrell - Observer David Stringer
Kathy Sewell - Observer Lesley Pollard
Martin Speed - Observer Roger Illingworth**

Special congratulations to Matthew Beck and Paranjit Bharaj who both passed with a F1rst

On passing all the requirements for Local Observer status

Hanni Kaye

Happy Birthday this month goes to

**Lawrence Backhouse, Clifford Baker, Scott Baker, Clive Bateman,
Miles Beecham, Andy Brown, Yolande Burns-Sleightholme, Paul Croft, Martin
Dixon, David Falkingham, Clive Ford, Anthony Hepple,
Ian Hodgson, Gemma Holroyd, Katrina Howden, Roger Illingworth,
John Knapp, Christine Mackenzie, Chris Marrison, Jackie Marsden, John
Richard McNichol, Hazel Pike, David Potkins, David Rushfirth, Barry
Schofield, Adam Scroggins, Karl Shaw, Marina Simpson,
Malcolm Stott**

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. 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 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

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.

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.

David Oldroyd

Members of the old Harrogate Group will be sad to hear that David Oldroyd's health has deteriorated in recent months and he has moved to a nursing home.

David has been an IAM member since 1959 and was a founder member of the Harrogate Group. His wise advice and support will not be forgotten, particular his 'Chief Observer' contributions to the newsletter.

Perhaps only David could write a 'run sheet' about a ride to hospital in the back of an ambulance.

Chairman's New Year Message

This year was the 60th birthday of the IAM and saw a rebranding of the association – you may have noticed the change in logo, colour scheme and the promotion of the new logo, *ROAD SMART*. At the group level however we have had a year in which to take stock and consolidate members, skills and resources. I hope that you all now feel part of the MYAM family after a challenging few years of mergers and acquisitions!

I am pleased to report that the group is maintaining its high standards in promoting the work of the IAM. With our 26 observers we have achieved a near perfect pass rate of 97% with a total of 7 'Firsts' also being awarded. As a group we couldn't achieve this without the sterling work put in by our dedicated training team. Have a look at the groups' web site for more information on our forthcoming training days or to find out about our regular 'driver check' sessions which you may find a useful refresher to help maintain your driving standards. This year will see David Stringer step down from his role as Chief Observer and I would personally like to take this opportunity to thank him for all his time and dedication to the group. David Rushfirth will be taking over this role so thank you David, in advance.

As always, communication is a key factor in maintaining the focus of the group and Keith Wevill has done a great job in producing our monthly newsletter. The group website is currently being managed by David Rushfirth (bonus points David for having 2 mentions!) and this continues to be a great central source of information. Also this year saw the introduction of the group forum - so if you have a burning question for our members or want to see what is 'trending ' in the world of advanced driving then do have a look.

This year also saw the introduction of a new group award for outstanding service. Bill Jackson was the lucky recipient this year of the MYAM group Trophy.

I would encourage any of our members to step forward and consider joining the committee to ensure that the MYAM continues to flourish.

I would like to thank you all for supporting the work of the MYAM group whether or not you have been more actively involved on the committee, observing or attending events and social events. Don't forget that our regular and popular social meetings are

held at the Manor Golf Club on the first Monday of every month. This year we hosted representatives from Whiteknights blood bikes and Guide Dogs for the Blind, to name but a few. We are always on the look-out for interesting speakers so please feel free to let one of the committee members know if you have any recommendations or suggestions. If you have not been before you will find that our guest speakers are always informative and these events are great opportunity to meet fellow members.

With best wishes for the forthcoming year andsafe driving!

Martin Fillingham

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Fog and Fog Lights

Just before Christmas I was out in the fog which was quite dense in some areas. In the areas of reduced visibility I had headlights and both front and rear fog lights turned on. Along the route I noticed that although most cars had headlights on many had their front fog lights on but as they passed, I observed, via the door mirror, that probably less than a third had their rear fog light on. At one point where the fog was particularly thick I did see one car without any lights at all.

Most car manufacturers now fit front fog lights, although they are not compulsory, but rear fog lights have been compulsory since 1980 but how many people know when and how they should be used?

The Highway Code Rule 226 states You **MUST** use headlights when visibility is seriously reduced, generally when you cannot see for more than 100 metres (328 feet). You may also use front or rear fog lights but you **MUST** switch them off when visibility improves.

Now my own view is that if the driver considers that the visibility is such that front fog lights need to be switched on then the visibility, or lack of it, behind the car means that the rear fog lights should be switched on as well. In fact I believe that the rear fog lights should be switched on before switching on front fog lights as they improve the visibility of your car to following vehicles. However many car manufacturers use switches that switch the front fog lights on first which, to my mind, is equivalent to switching the headlights on before the side/tail lights.

Keith Wevill

Christmas Quiz

Social meeting 5th December

I've never heard so many groans, tuts, scratching of heads, shushing and fervent whispering at one of our socials before - all thanks to the brain busting quiz Adrian set us.

We had general knowledge, festive anagrams, dingbats which drove us mad but were so obvious when you knew the answer— we had the lot but with far too little time!



Great fun was had by all though with just a *hint* of competitiveness in the room. Thanks again Adrian.

Whilst the delicious buffet was served the free raffle was drawn. Alan had done a sterling job cadging prizes from Halfords, (if you are in the Wakefield or Leeds branch then do let them know) your committee members had each pitched in a prize too, so there was plenty to go round.



Bill Jackson was the worthy winner of our first MYAM group trophy (left), and was nearly speechless! Well done Bill.

Our 9th January social is Clips and Questions – we have *new* video clips for you to watch, a mixture of serious and humorous, should give us all a chance to discuss/dissect amongst ourselves.

All being well we will also have Gerry Byrne (IAM RoadSmart examiner) with us to answer any questions/queries you may have especially on the Advanced Driving test. So get thinking!

Wishing all a Healthy, Prosperous & Safe New Year!

Lesley (your Vice Chair who is not organised enough to keep the Groups Secretary's post covered for much longer.....please take it on.....someone? **Your Group Needs You**)

More sunshine...more glare time

While any amount of sunshine is welcomed at this time of year, the glaring low winter sun is taking no prisoners. In 2015 dazzling sun was a factor in over 2,500 crashes including 17 fatalities. Even though we have many tools that aid in protecting us from the glare, we often forget to use them. This week's tips give advice on how to stay safe on the road with the glare of the sun on rampage, from IAM RoadSmart's head of driving and riding standards Richard Gladman.

Keep your windscreen clean both inside and out. Dirt or salt residue will magnify the effect of the sun.

On the outside check for chips or cracks, replace worn wiper blades and make sure your washer bottle is kept well topped up with good quality screen fluid strong enough to avoid freezing.

Keep a cloth or chamois to wipe away the dirty film that builds up on the inside due to screen heating and condensation. *I've found that window and glass cleaner spray is quite effective at cleaning the inside of the windscreen – Ed.*

Use your sun visor. It may sound pretty standard but a surprising number of people forget.

Invest in polarized sunglasses and remember to take a rest. Your eyes will strain quickly if you are squinting.

Slow down and leave extra space between you and the driver ahead if you are dazzled. This will give you more time to regain full control and assess the situation.

Richard said: "Low winter sun may not deliver a useful tan but a clear view of the road ahead is vital if you are going to get through the winter as safely."

No hard shoulder to cry on

All lane running motorways use technology to actively manage the flow of traffic. Driving on them can sometimes be tricky, particularly if you are not a regular user. They use technology to actively manage the flow of traffic and don't work effectively if motorway users do not use them as they're supposed to. This week's tips give advice on how to stay safe on all lane running motorways, from IAM RoadSmart's head of driving and riding standards Richard Gladman.

Never enter a motorway if you are short of fuel or have any concerns about your car's fitness to cope with high-speed driving. Most breakdowns are totally avoidable and getting help on a motorway is more difficult, more expensive and much more dangerous.

If a warning light comes on or the car feels strange leave at the next slip road, head for the nearest service area or stop in an emergency refuge. If you have a puncture try to keep going until you reach a safe spot.

In a refuge use the emergency phone to alert operators to your problem and to summon help. Don't rely on your mobile phone as you may not have signal and by using the provided phone emergency services will be able to pin-point you exactly. Listen carefully to instructions on when to leave a refuge area when you're ready to continue your journey. The control centre may set the signs behind you to alert traffic you are coming out

If you do breakdown in the inside lane between refuges consider leaving the vehicle on the passenger side and take refuge behind the barrier. Put your hazard lights on so traffic can move around you

If you are in a middle running lane, stay in the car and keep your seatbelt on. CCTV cameras and sensors should alert the control centre to your predicament and help will be on its way. Variable message signs will also alert other drivers to a blocked lane ahead, but if you feel unsafe call 999. Never cross the other carriageway or let passengers or pets out in a running lane

Richard said: "You need to be alert on an all lane running motorway but the technology is in place to make them as safe and reliable as possible. With more and more being installed it is well worth taking the time to get used to their unique signs and markings."

Hard-shoulder running on ‘smart’ motorways needs re-think, says AA



Eight out of 10 drivers think that the removal of hard-shoulders on so-called ‘smart’ motorways has made them more dangerous, according to an AA Populus poll.

The AA raised concerns over smart motorway safety in a recent letter to the new Transport Secretary Chris Grayling, after previously raising the issue with the road safety minister, Highways England and the Transport Select Committee.

The main concern is the lack of lay-bys when the hard-shoulder is used as a running lane. The Highways England guidance is for the Emergency Refuge Areas (ERA) to be no more than 2.6km apart (approximately 1.5 miles) whereas the AA would like to see at least twice as many lay-bys and they should be twice the length.

If a car breaks down without sight of a lay-by it is likely to stop in a live running lane where it will be at increased risk of being hit from behind, says the AA.

If an HGV is parked up in the lay-by it makes it almost impossible for a car to safely enter the lay-by.

Highways England has also reported a problem of drivers (in particular foreign trucks) parking in the ERAs when it is not an emergency. Some officials believe that a clearer name is needed for the lay-bys.

When given selected names in the AA Populus poll, the most popular was Emergency Breakdown Area (49%), Emergency Refuge Area (21%) and Breakdown Area (9%).

However, when drivers were asked to suggest their own names it became abundantly clear that many were not at all happy with the removal of the hard-shoulder or lack of lay-by provision.

There were hundreds of suggestions, including: death zone; useless concept refuge area; desperate unreachable haven; and good luck breaking down beside this space.

AA president Edmund King said: “Four fifths of our members think that motorways without hard shoulders are more dangerous.

“Whilst we support measures to improve motorway capacity, we do not think that safety should be compromised. We do not accept that the current criteria of an Emergency Refuge Area or exit at least every 2.6km is safe.

“Breaking down in a live running lane with trucks thundering up behind you is every driver’s worst nightmare. The official advice is to dial 999 which just shows how dangerous the situation can be.

“If drivers can see the next lay-by, they are much more likely to make it to the relative safety of that area even if their car has a puncture or is overheating. If they can’t see the lay-by, they often panic and stop in a live running lane. If more lay-bys are designed at the planning stage it will be less expensive and safer.

“Unprompted, our members came up with some scary names for the Emergency Refuge Areas - which indicates just how worried they are. It is time for the Government to go back to the drawing board and design a scheme acceptable to drivers.”

In addition, even when a Red X is flashed up to warn drivers to avoid a lane where a car has broken down, collisions are still occurring, says the AA.

An AA member was hit on the M6 smart motorway near junction 13 last week in such a situation.

Meanwhile, it claimed a driver was spotted on the M3 all lane running roadworks section last week trying to change a tyre in a live running lane. No advance warning was given.

With acknowledgement to the AA website dated 26th September 2016

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I’ve only had to use the hard shoulder for an emergency stop twice in over 40 years of motoring and it is very disconcerting having lorries etc. rushing past. In spite of the technology used to monitor these Smart motorways I do have my doubts about using the former hard shoulder as a running lane and the distance between the refuge areas. Not everyone who breaks down between refuge areas would be able to make it to the next area.

Do you have any thoughts or comments on these Smart motorways? Send them to me at the address on page 16 – Ed.

And Finally.....

There are a lot of changes that are going to be taking place across the board as far as the servers & personal computers go. The goal is to remove all laptop computers by January 2018 and all desktops computers by February 2018.

Instead everyone will be provided with an Etch-A-Sketch.

There are many sound reasons for doing this:

1. No boot-up problems
2. No technical glitches keeping work from being done.
3. No more wasted time reading and writing emails.
4. No more worries about power cuts.
5. Budget savings on Upgrades unparalleled

Frequently Asked Questions from the Etch-A-Sketch Help Desk:

Q: My Etch-A-Sketch has all of these funny little lines all over the screen.

A: Pick it up and shake it.

Q: How do I turn my Etch-A-Sketch off?

A: Pick it up and shake it.

Q: What's the shortcut for Undo?

A: Pick it up and shake it.

Q: How do I create a New Document window?

A: Pick it up and shake it.

Q: How do I set the background and foreground to the same colour?

A: Pick it up and shake it.

Q: What is the proper procedure for rebooting my Etch-A-Sketch?

A: Pick it up and shake it.

Q: How do I delete a document on my Etch-A-Sketch?

A: Pick it up and shake it.

Q: How do I save my Etch-A-Sketch document?

A: Don't shake it.

If you have any further queries, please feel free to contact the IT department.

Your Committee

Chairman	Martin Fillingham	01274 584899	fillin_m@hotmail.com
Vice Chairman	Lesley Pollard	07752 881555	lesley.pollard173@gmail.com
Secretary	Position Vacant		
Treasurer	Rosie Bricis	0113 2534528	rbricis@live.co.uk
Membership Secretary	David Rockliff		Membership.myamcar@iamGroups.org.uk
Youth Contact	Vicky Croft	01924 404095	vickycroft@sky.com
Speaker Secretary	Position Vacant		
Events Manager	Alan Jones	07714444595	alan.j909@btinternet.com
Website	David Rushfirth	01924 211510 07966 134045	webmaster.myamcar@iamGroups.org.uk.
Newsletter	Keith Wevill	01274 815281	kcw2hwc@tesco.net
Chief Observer	David Stringer	07768 620208 0113 350 8625	d_stringer@btconnect.com
Ex officio	Bob McDermott Andrew Simpson-Laing		

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.