

ARE WE THERE YET?

Mid Yorkshire Advanced Motorists Newsletter

July 2019

IAM
RoadSmart

N 85 Group Number 4178
Registered Charity Number 1053843





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Cover Photo – The Keighley and Worth Valley Railway

Built in 1899 for the Taff Valley Railway and rebuilt in the 1990s engine no 85 is one of the locomotives used by the KWVR on the heritage railway line between Keighley and Oxenhope. Here we see the loco at the head of the train having just arrived at Oxenhope station.



FORTHCOMING GATHERINGS AND EVENTS

Date	Meetings	Location
Monday 1st July 8pm	MYAM Social Evening Memoirs of a Police Motorway Patrolman	Carlton Social Club Main Street Carlton WF3 3RW See page 7
Friday 5th July 4pm to 9pm	Thornes Park Car Show	Thornes Park Horbury Road Wakefield WF2 8UD
Sunday 7th July 9:30am – 12am	Sunday Driving Sessions Assessment runs for all Associates & Members	Sigma Ltd Alpine Court, Castleford, WF10 4TL
Saturday 13th July	Ossett Gala	Town Hall Market Place Ossett WF5 8BE
Sunday 14th July	Heath Common Bus Rally	Heath Common Kirkthorpe Lane Wakefield WF1 5SE
Sunday 21th July 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 21th July	Walton Classic Car Show	Walton Sports and Social Club Shay Lane Walton Wakefield WF2 6LA

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.

FROM THE EDITOR

It's been a busy time in our household for the last week or two as we've been preparing for the visit of several of my friends from university. We meet up occasionally and attempt to put the world to rights while reminiscing over past times. I'd also arranged a "Grand Day Out" with a trip on the Keighley and Worth Valley Railway and a visit to the Brontë Parsonage in Haworth with a treasure hunt included to keep everyone on their toes. Parking in Haworth can be difficult at times, probably because of the Brontë connection, so parking at Oxenhope station and travelling to Haworth by train is one way to have a stress free visit. I have to say that the staff at the Parsonage were most courteous and helpful when we had queries so I highly recommend both attractions as a worth a visit. You will notice there are several pictures taken during the day out in this newsletter to whet your appetite. While we were buying our tickets at the KWVR we came across a new description for those of us over a certain age. We are the "Leisure Class" a category that caused us great amusement.

You will see that over the next month we will have a presence at several shows. If you visit any of the shows please come over and say hello. Our July social meeting features my brother who, for many years, was a police motorway patrolman. When we were members of the Leicester group he came and gave a talk to the group which was well received and was voted as the favourite talk of the year. I may be slightly biased but it should be an entertaining evening so please come along.

Later in this newsletter on page 13 you'll find a request for you to Gift Aid your subscription. This will cost you nothing but if you pay tax it will allow MYAM to claim back money which will help us to finance our activities.

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.



A selection of railway notices at Ingrow

GROUP MEMBERSHIP NEWS

Welcome to the Group

New Associates

Mufleha Ahmad, Thomas Duncan, David Eyre,
Rahan Hussain, Howard White, Babra Yasin

Congratulations

On passing the Advanced Test

Hatam Naderi - Observer Brian Morley
with assistance from Christian Pithers

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Spotted at the KWVR museum at Ingrow
How can they tell which are company horses?

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)

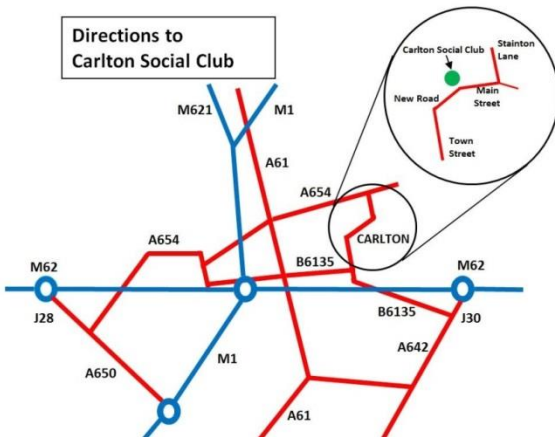
Mid Yorkshire Advanced Motorists (MYAM) is committed to looking after the information that it holds on behalf of its members in a way that complies with the General Data Protection Regulations (GDPR).

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.

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.

From the M62 East leave at junction 30 and take the A642 towards Wakefield.

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

June Meeting - Highway Code Quiz

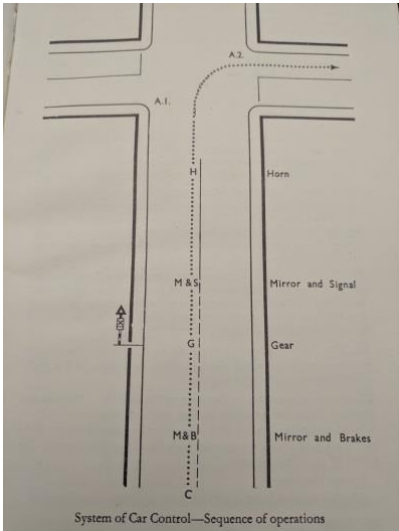
An interesting evening was had recently with The Highway Code Quiz - always good to give the brain cells an airing.

Did every advanced driver there get full marks? Well...no, of course not, as nobody is perfect.

I did take along to the social my copy of a 1935 edition of The Highway Code. The booklet runs to 24 pages (our modern day one has 146 pages) the 1935 book shows 10 traffic signs (modern edition - I gave up at 100). There are 16 illustrations on hand signals used by the police, motorist and drivers of horse drawn vehicles, (modern edition 17).



I also have a 1946 edition, updated with the addition of a stopping distance table – it states



An early example of IPSGA

‘This is what proper BRAKES can do on good DRY Level Surfaces’

30mph = 75 feet overall stopping distance.

Sounds familiar? Have a look in your up to date Highway Code.

Modern vehicle brakes will be much better nowadays but the human factor, the thinking distance is still going to be the same. The thinking distance can vary enormously by speed, physical and mental condition and the degree of concentration of the driver. Advanced driving instils concentration but we come across other drivers every day where this is not the norm.

Interestingly, I also have a copy of Roadcraft from 1961 – quotes from the section on Driver Reaction Time –

“To improve his mental and physical condition, the average driver should live a normal and regular life and be moderate in all things; he need do nothing more.

To shorten an abnormally long reaction time, especially in the case of the slower type of driver, some simple exercise should be taken, such as skipping for 15 minutes each day. This will help to co-ordinate the limbs and eyes.”

Maybe we should be giving out skipping ropes

Lesley Pollard

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The Technology in Your Car – 5 Satellite Navigation

Years ago we used paper maps to find our way around the country but managing a map while driving was virtually impossible and potentially dangerous. Over the last few years technology has come to the rescue with the introduction of navigation systems based on the use of satellites otherwise known as Satnav.

Initially available as an accessory and more recently, as the costs came, down it has been fitted as standard or an option in most cars. But how does it work?



Examples of accessory and built in satnav units

Initially developed for military use the system uses a series of low earth orbit satellites which carry a very stable atomic clock. The satellites are synchronised with each other and continuously transmit data that includes the time of transmission and the position of the satellite. There are a number of different systems in use, the main one being GPS (Global Positioning System) run by the US. Other systems include the European Gallileo and the Russian GLONASS.

The satnav receiver uses this data to compute its position on the surface of the earth and requires a minimum of signals from three satellites to determine its position. The more satellite

signals received the greater the accuracy of the position. With four, or more, signals received it is possible to calculate the height above sea level.

Once the position is known it is possible to calculate speed and direction by comparing the difference in position over time and by using digital maps stored in the satnav it is possible to calculate a route to any location on the map. The most common method of entering your destination in the UK is by entering the postcode and often it is possible to enter the house number to allow you to be guided to your exact destination.

It should be emphasised that no map data is transmitted from the satellites just data to determine your position, the maps are stored in the satnav unit and that it is the software and the map data in the unit that provide the actual route planning and navigation that you can use to guide you to your destination.

How it actually guides you depends on the sophistication of the satnav unit. Most have a speech output and some just give you directions such as "in 100 yards turn left", others will say "in 100 yards turn left into Acacia Avenue". Cars with a built in system can also show directions on a separate display in the dashboard. Some will display the current speed limit and most of the accessory satnavs can display your speed. The built in units normally do not display your speed as this will be different to the speed on your speedometer. This is because the cars speedometer is less accurate than the satnav derived speed. A car speedometer determines speed from the rotation of the wheels and because the diameter of the wheel changes as the tyres wear the displayed speed will vary. The regulations covering vehicle construction mean the speedometer cannot display a lower speed than the car is doing but can display a speed up to 10% higher.

One mark of a good satnav is how quickly it can recalculate the route should you deviate from its preferred route.

There are a couple of issues with satnav systems. The first is that they are only as accurate as their maps. The road network is constantly changing and the maps need updating periodically. The second is they will guide you to the postcode you enter so if you enter the wrong postcode e.g. transposing two of the letters, you can still get lost.

I find satnav is useful for the last few miles of a journey, especially when travelling to an unfamiliar area. I can usually find my way to the general area using intuition, paper maps or Google maps.



Early Health and Safety spotted at the KVWR museum?

Speed Limiters

From 2022 all new cars are to be fitted with speed limiters to ensure cars will drive within the speed limits. How will these systems work and what are the implications for road users?

One report on TV stated that the speed limits would be sent from the satellites used for satnav. This is incorrect as the satellites just send data to allow you to determine your position. They cannot send data on the speed limits for every road in the UK, Europe and the rest of the world. However one implementation of the system would use satnav to indicate the speed limits. Many satnavs do indicate the speed limit on roads but these have to be programmed into the satnav along with the maps.

Another method is to use cameras on the car to detect the speed limit signs. Many cars now have cameras which can detect road signs and alert the driver.

Now each of these systems has advantages but also disadvantages. Satellite systems need to be kept up to date as roads and speed limits change. In addition they cannot detect temporary speed limits at roadworks. Satellite systems also have limited resolution so the situation may occur that it thinks you are on an adjacent road with a different speed limit.

Road sign recognition systems, surprisingly, rely on being able to recognise road signs but what happens if the sign is obscured or dirty or obscured by a passing lorry or bus or it sees a sign on an adjacent road with a different limit. One demo I saw on TV with a camera based system suggested that the car did slow down but I couldn't be sure that it was within the limit as it passed the sign.

With these potential disadvantages who would be responsible if a vehicle is found to be breaking the speed limit because the road sign is obscured by a tree or the limit has changed and the satnav data hasn't been updated or the satellite system doesn't know about a temporary speed limit. Many people will come to rely on these systems to keep them within the speed limits.

Perhaps a combination of satellite and camera based systems will have to be used.

One consequence of the speed limiter introduction may be that the value of you pre 2022 car, without a speed limiter, will increase.

Let me know if you have any thoughts or comments about the fitting of speed limiters.

Don't Let a Puncture Leave You Tyred!

Sometimes the roads we drive on can be unpredictable which can lead to a puncture. This could mean cancelling our plans and waiting in a safe place for the breakdown recovery team.

But we could soon be on our way if we were able to change the tyre ourselves. Richard Gladman, IAM RoadSmart's head of driving and riding standards, provides some useful advice on how to change a tyre.

- If it is possible, pull off the road to a safe area. If you have to stop on a road, place your warning triangle at least 45 metres behind your vehicle, but not on a motorway. Activate your hazard warning lights to warn other traffic. Raising the bonnet or hatchback will help other traffic realise you have an issue. If you have a passenger, get them to act as spotter and warn you of approaching traffic.
- A level hard standing will be best as soft ground will not allow the jack to be used correctly. If the ground is not suitable you may need assistance from a professional.
- Locate the jack and wheel brace, it may help if you do this during your weekly vehicle checks so you know where it is and how to release it. This is also a good time to locate the jacking points and find out how the jack works. Often the kit will have a wheel chock; use this on the other axle of the vehicle to assist keep it still.
- Loosen the wheel nuts slightly before you start jacking the car up, the vehicle will be unstable after you raise it and you will not be able to get as much leverage. Remember one of the nuts is likely to have a lock function and will require the unique key.
- When jacking the vehicle you will need it to be raised high enough to fit the new tyre (this will be higher than required to remove the old). Wear gloves when handling the old tyre, if it has punctured it is likely to have sharp steel protruding from it.
- Tighten the wheel nuts until the wheel sits squarely on the hub and then lower the jack. Further tighten the wheel nuts with the vehicle stable. You will need to get the wheel nuts checked for tightness by a professional (when you repair or replace the punctured tyre). If fitting a space saver spare, remember the restrictions that imposes i.e. no more than 50mph (80kph) and should be used to get you to a place of repair - not as a substitute for the correct tyre.
- Avoid changing your wheels on the hard shoulder of a motorway. If you have a puncture on a motorway, use the emergency phones to contact the motorway control

room and they will send assistance to protect the area if required. Or arrange for your breakdown recovery organisation to assist you.

Richard said: "Punctures are much rarer these days but the risk associated with conducting a tyre change has increased with the volume of traffic. Safety has to be your main concern but if you cannot get to a safe area to make the change; get the vehicle off the road and call for assistance. A vehicle recovery service will have access to professional equipment which will allow a much speedier repair to be conducted. If you are in any doubt, call for help."

Gift Aid

This appeal will NOT cost you any money but could a big difference to MYAM!

Many people who are UK tax payers already Gift Aid their annual subscriptions and donations to their favourite charities, such as the National Trust, the RSPB, and so on. And this applies even to many of us who already draw a pension!

As members of IAM RoadSmart, you are probably aware that the organisation is a charity, and those members who are UK tax payers may already Gift Aid their annual subscriptions.

However, you may not be aware that MYAM is a separate registered charity in its own right, and our members can also Gift Aid their subscriptions to the Group in addition to their other charities.

As a charity, MYAM's only funding comes from the £10 annual subscriptions of the members and a small proportion of the original joining fee of new Associates, which is passed on by IAMR. From this income, thanks to some clever juggling of finances, we provide:

- Observer training (to support all the Observers)
- Equipment to support the Group (caravan, generator, training dashcams, leaflets, banners, etc.)
- Guidance for Associates
- Sunday morning Skill Check Drives at Castleford and Leeds
- Donations/fees to attend rallies and events
- An excellent monthly e-zine/magazine ("Are we there yet?")
- A monthly social evening including room hire.
- Buffets at the AGM and Christmas meetings

As a separate charity, MYAM is therefore asking all its tax-paying members to Gift Aid their annual subscription, so that the Group may reclaim the tax. On a £10 annual subscription, the Gift Aid that we can claim back is £2.50. It may not seem a great deal, but in total it does add up, and it would make a considerable overall difference to the Group's finances. I am therefore asking every member of MYAM who is a UK tax payer to complete the Gift Aid declaration on our website using either the link in the covering email to this newsletter or going to:-

<https://www.iamroadsmart.com/groups/midYorkshire/about-us/our-community/group-subscriptions>

If you previously signed a Gift Aid form under the old Groups (Leeds, Harrogate, Wakefield, and Dewsbury & Batley), this did not carry over to the new MYAM Group when it was formed, and so a new form is, unfortunately, now required.

When I updated my Gift Aid on line yesterday, it only took a few minutes, and I was delighted to see that MYAM can backdate the reclamation of tax for up to four years!

Can I also take this opportunity to remind members that the annual subscription was increased to £10 p.a. as from January this year, as we note that a number of members have continued to pay £8. In fact, 54 members have so far not updated the amount on their Standing Order, and this has lost the Group £137 in incorrect subscription payments. It does all add up!

In addition, we now ask that all members switch to Direct Debit payments. You will be sent a link to the GoCardless website when your annual subscription is due for renewal, and it will take only five minutes (at the most) to set it up. If you've already renewed this year without setting up a direct debit, then you can set it up now for next year, whilst you remember! Just contact the Secretary or Membership Secretary using the details on the last page of this Newsletter. Doing this is quick and simple but makes a significant difference in the administration required to run the group. If I can do it - anyone can!

Please help us to continue to provide an active and well-run Group by taking a few minutes to complete the Gift Aid declaration and setting up a Direct Debit.

Thank you!

Janice N. Haigh
Chairman

June Presentation

At the June meeting Janice presented Geoff Barnes with his certificate'

Here we see Geoff with his observer Charles Holland-Keen.

Last month the spelling gremlins struck again as Janice presented Malcolm Whatcott with his certificate. Apologies for the error.



And Finally.....

Three dead bodies turn up at the mortuary, all with very big smiles on their faces. The coroner calls the police to tell them his results after the examination.

“First body: Frenchman, 60, died of heart failure whilst making love to his mistress. Hence the enormous smile, Inspector”, says the Coroner.

“Second body: “Scotsman, 25, won a thousand pounds on the lottery, spent it all on whisky. Died of alcohol poisoning, hence the smile.”

The Inspector asked, “What of the third body?”

“Ah,” says the coroner, “this is the most unusual one. Paddy from Belfast, 30, struck by lightning.”

“Why is he smiling then?” inquires the Inspector.

“Thought he was having his picture taken.”

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This Month’s Teaser

When did the Keighley and Worth Valley railway reopen the line between Oxenhope and Keighley?

Last Month’s Teaser

Last month I asked how many where were the locations of the start and end of the first section of the M1? It started at Junction 5 at Watford and ended at Junction 18 at Crick/Rugby.

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.