

Mid Yorkshire Advanced Motorists Newsletter



ARE WE THERE YET

March 2016

**Group Number 4178
Registered Charity No. 1053843**



www.iamgroups.org.uk/midyorkshire

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FORTHCOMING GATHERINGS

Date	Meetings	Location
Sunday 6th March 9.30 am	Sunday Driving Sessions Assessment runs for all Associates & Members. Look for the caravan in the left hand carpark...	B&Q Car Park, Aspen way, Glasshoughton, Castleford.
Monday 7th March 8pm	MYAM Social evening. Speaker this month is Thelma Wilson from the Guide Dogs for the blind. She is going to talk about what they do and about the training that is involved. Hopefully she will be bringing a couple of dogs with her.	The Manor Golf Club (See page 8 for directions)
Sunday 19th March 10am	Sunday Driving Sessions Assessment runs for all Associates & Members. Free tea or coffee.	McDonalds on the roundabout with Oakwood Lane and Easterly Road LS8 2RB
Sunday 3rd April 9.30 am	Sunday Driving Sessions Assessment runs for all Associates & Members. Look for the caravan.	B&Q Car Park, Aspen way, Glasshoughton, Castleford.
Monday 4th April 8pm	MYAM Social evening. Speaker to be confirmed	The Manor Golf Club

Everyone is welcome at these events and they are an ideal opportunity to meet new people socially, find out about what is going on within the Group and listen to an interesting talk on a variety of topics, sharing our skills with other serious drivers and keeping up-to-date on club and driving matters.

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

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

Welcome to the Group

Philip Thompson, Ashley Shepherd,
Richard Edge, Sally Emmerson, Katherine Fenton
Brian Sherwood, Iwona Opyd,
Ghazanfer Ali & Craig Jones

Congratulations

On passing the Advanced Test

Ken Hill Observed by Kim Clark & Paul Taylor

Michael Crothers Observed by Alan Jones

On gaining a F1rst Pass

Stephen Dent Observed by Rob Blackshaw

Thomas Sutcliffe Observed by Kim Clark

Happy Birthday this month goes to

Rob Blackshaw, Angela Horsfall, Helen Brown, Walter Welburn
Chris Brown, Sandra Brockie, Mark Miller, Michael Pentland
Fiona Bernardo, David Gibbons, Eamonn Hardwick, David Hirst
Richard Hook, Mark Ikin, Mark Jepson, Trevor Jones, John Kelly
David Kitching, Keith Morgan, Mathew Nixon, Mathew Page
Brian O'Shaughnessy, Herbert Reid, Ken Sykes, Melville Todd
Mick Wood, Barry Cobley, Richard Dewhirst, Maureen Littlefair
John Moore, Douglas Roxborough, Patrick Snowden, Trevor Smith
Sheila Southam, Stuart Symons, Keith Wilkinson, Vicky Croft &
Brian Sherwood.

CERTIFICATES GALORE

Congratulations to them all and thank you to their Observers

On the left of this picture we see David Moon with his Observer Bill Jackson.



Here is Hazel Pike with her Observer Rob Blackshaw

GROUP MEMBERSHIP NEWS

And here we see Nigel Butterfield displaying his well deserved F1rst certificate pictured with Martin Fillingham our Chairman. Nigel was observed by Chris Brown



HUSBAND AND WIFE TEAM MAKE THE GRADE



Congratulations to Husband and Wife team Lynne and Ken Hill proudly showing off their certificates. Their Observer was Kim Clark.

GROUP NOTICES

MYAM Online

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 friends to like our page too. It our name out



Facebook helps getting there.

WEB SITE for all your information go to www.iamGroup's.org.uk/midyorkshire

Carr Gate visit Wednesday 14th September

PROVING VERY POPULAR ALMOST BOOKED UP

We have booked a visit to the West Yorkshire Police's brand new world class training facility at Carr Gate near Wakefield. The Helicopter, Driver Training, Firearms and the Stables are just a few of the departments located there. The visit will be between 1pm & 3pm and we are limited to 20 people. If you are interested please contact Francis Lintott ASAP with your email and telephone details. More details of the guided tour to follow nearer the date.

GROUP NOTICES

Speaker Secretary required

Can you help out booking and arranging for the Speakers at the Monthly Socials? We only need 10 speakers a year but we need a volunteer to arrange it. If you can help please let any of Committee know.

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.

The anatomy of an accident

This was written by an ambulance driver and doesn't make for comfortable reading. Ed.
In high impact car accident at 30 miles an hour and above the following injury is can be sustained.

0. 02 seconds. The engine is pushed into the bulkhead of the passenger compartment and steering column and wheel begins to impact the chest and the face of the driver, injury, fractured ribs causing internal blood loss as lungs are punctured and facial injuries with airway obstruction

0.0 5 seconds. The front of the car continues to invade the passenger compartment and the legs become trapped against the seat squab with fractures of the lower legs and or ankles occurring. The fractures can be closed or open, open being the most serious due to severe blood loss

0.07 seconds. Damage continues and kneecaps are compressed against the lower end of the thigh bones which in turn are pushed backwards against the back of the seat. This movement can cause the thigh bones to fracture, causing compression of the bone on bone up to and through the skin so becoming an open fracture with severe to massive blood loss. The thigh bone however is strong so may not fracture. If so the thigh bone is pushed hard against the back of the seat causing the pelvis to fracture at its joint with the thigh bone causing severe blood loss

1 second. Damage continues and now any back seat passengers will become involved and if not wearing seat belts will be projected forward striking the rear of the front seats or even the driver and front passenger. The injuries they sustain will be facial, whiplash, neck and unconsciousness with airway problems. If the crash involves being shunted into a line of stationary traffic, injuries will become worse due to the car being reduced in length as it folds up.

Remember that the higher the speed more damage will occur and therefore the more serious the injuries will be.

IAM News releases

Mature drivers favour checks on over 70s. 03.02.16

The majority of older drivers are in favour of tighter rules on checking the health and suitability of over-70s to drive* – even if those checks could take them off the road themselves – according to a new report by the Institute of Advanced Motorists (IAM), Keeping Older Drivers Safe and Mobile.

And more than half demonstrate that they self-regulate to stay safe, by avoiding driving in challenging situations like busy traffic, after dark, in rush hour or bad weather.

The IAM worked with Dr Carol Hawley and her team at Warwick Medical School to survey more than 2,600 drivers and former drivers on their opinions, habits and motoring history, for the first major survey of its kind for two decades.

While mature drivers travel significantly fewer miles than other age Groups, 84% of them rated their driving ability as 'good to excellent' and only 6% had ever considered giving up driving.

Despite that a very high proportion of respondents were in favour of measures to increase their safety on the roads. Almost 60% said drivers should retake the driving test every five years after age 70, 85% said drivers should pass an eyesight test every five years once they have reached 70, and more than half said that drivers aged around 70 should be required to have a medical examination.

Nearly all of the respondents, 94%, agreed that GPs should be required to inform patients if their medical condition may affect their fitness to drive and half agreed that a flexible licensing system should be introduced which could restrict types of roads and conditions for some older drivers.

The IAM's survey found respondents wanted some rules to extend further than older drivers – 84% agreed that all drivers should pass an eyesight test every 10 years after first passing, regardless of their age.

The report also found just how important driving is to this Group. Some 82% said that driving was very or extremely important to them, a figure that increases for women. Independence and convenience were cited as the main reasons for wanting to continue driving.

The number of drivers over the age of 70 is set to double over the next 20 years and with more than one million licence holders over the age of 80, there is a

pressing need for enlightened policies and practical actions to help them keep safe and competently mobile for as long as possible.

Sarah Sillars, IAM chief executive officer, said: “Driving is about so much more than getting from A to B and nowhere is this more apparent than in this age Group. It helps maintain self-esteem and freedom and is essential for combatting social isolation.

“There are certain issues that affect mature drivers more so than other Group’s however, such as reductions in mobility and a slowdown in reaction times. The great news from this survey is that mature drivers themselves are aware of the risks and support action to review their safety.

“Voluntary self-assessment and better education via GPs are important techniques for helping drivers understand how long they can continue to drive safely for. And for those needing a confidence boost or a little extra reassurance on today’s busy roads, the IAM’s Mature Driver Assessment could be something to think about.”

Drink – Drive casualty figures unacceptable- IAM calls for new limits

The number of people killed and seriously injured on British roads as a result of drink driving have remained largely static for the last five years, according to the latest government figures released today.

The figures show that between 210 and 270 people were killed in accidents in Britain where at least one driver was over the drink-drive limit, with a central estimate of 240 deaths; unchanged since 2010.

The number of seriously injured casualties in drink-drive accidents fell by 2% from 1,100 in 2013 to 1,080. The government says that if this figure is confirmed in the final estimates published late this year, it will be the lowest number of seriously injured casualties on record.

The total number of casualties of all types in drink drive accidents is 8,220, down 1% on the 2013 figure, and the total number of drink drive accidents of all severities fell by 1% to 5,620 (reference 1).

Neil Greig, IAM director of policy and research, said: “The latest drink-drive statistics show that Britain is flat lining on drink-drive deaths. Total numbers of drink-drive accidents have gone down slightly but 20 people still die every month in an alcohol related crash – this is simply unacceptable.

“The government has increased the powers of the police to make it more difficult to avoid detection but they continue to avoid the one simple measure that could deliver fewer deaths immediately. That is of course a lower drink drive limit in line with Scotland. A recent IAM survey showed 70% of drivers support this measure.

“We need to break the deadlock on drink-drive deaths and a lower limit would send the strongest possible message that taking alcohol and driving is totally socially unacceptable in 2016.”

Independence and Mobility key for older drivers 18.2.16

The majority of older drivers want to continue driving as long as they are safely able, according to a survey commissioned by the Institute of Advanced Motorists (IAM), citing independence and convenience as the main reasons. The report, called Keeping Older Drivers Safe and Mobile, surveyed more than 2,600 drivers and ex-drivers between the ages of 55 and 101 and was written by Dr Carol Hawley from the University of Warwick Medical School. Although the report found 84% of driver respondents rated their driving ability as good to excellent and 86% rated their confidence as a driver as good to excellent, there were some factors which would persuade them to give up their car keys.

The survey stated: “Most current drivers would consider giving up driving if they had a health condition or a health professional advised them to stop driving. “General practitioners, doctors and opticians/optometrists are the most influential people to give advice on giving up driving.”

Given the reasons why older people value driving, it is no surprise that older people are reluctant to give up their vehicles. Some 82% said that driving was ‘very or extremely important’ to them, and women were significantly more likely to rate driving as ‘extremely important’ than men.

The top five reasons why older drivers wanted to keep driving were: Independence, Convenience, Mobility/getting around, Freedom & Lack of public transport

Despite their determination to keep driving, the majority were in favour of measures to increase their safety on the roads including retesting and checking of various aspects of drivers’ health and competence to remain behind the wheel.

Almost 60% said drivers should retake the driving test every five years after age 70, 85% said drivers should pass an eyesight test every five years once they have reached 70, and more than half said that drivers aged around 70 should be required to have a medical examination.

Sarah Sillars, chief executive officer of the IAM, said: “A driving licence is a passport to freedom for all ages but particularly so for older drivers. As grandparents it’s about helping their family access jobs, education and childcare as well as keeping themselves independent and mobile. The psychological impact of a giving up a driving licence shouldn’t be underestimated.

“Reaction times and physical mobility are affected by age and all drivers need to make an informed decision about when to give up. We need to make it as easy as possible for mature drivers to make that choice armed with the full facts and all the support they need.

“While some might need to accept the decision they cannot keep driving safely on the road, we believe some are pushed into giving up before they really need to. A professional opinion counts for a lot, and there are many organisations that offer advisory voluntary assessments that will give an older driver the confidence they need to enjoy many more years of happy motoring – including ourselves.”

Mark Lewis IAM’s Director of Standards.

In a different light 27.1.16

This week’s tips from the IAM’s director of standards, Mark Lewis, are about driving with the correct lights on under different circumstances on the road. Read our latest tips to find out more.

- Lots of cars now have dashboard warning lights to let you know of a bulb failure, however, you should still check your lights manually on a regular basis. If any bulbs need replacing, change them beforehand to reduce the risk of any road incidents taking place.
- Use your full beam lights only when you’re driving on an unlit road and where there is no vehicle in sight ahead of you. However, remember to switch back to your dipped headlights to avoid dazzling other road users, including pedestrians and cyclists.
- Dipped headlights can be used during any time of the day and should be switched on in poor weather conditions. Don’t rely on daytime running lights as the rear lights will not switch on with them – they are not sufficient in reduced visibility conditions.
- If you cannot see beyond 100 metres when it’s misty switch on your fog lights. It’s illegal to drive with fog lights on in clear visibility so don’t forget to turn them off.

- Hazard warning lights may be used when your vehicle is stationary to warn that it is temporarily obstructing traffic. However, don't use them while you're driving or being towed unless you are on a motorway or unrestricted dual carriageway and you need to warn drivers behind you of a hazard.

Mark said: 'It is so important to make sure you can see and be seen at all times, so keep all lights working correctly and use them when you need to'.

Don't let your MOT become an epic fail 4.2.116

This week the Institute of Advanced Motorists (IAM) is looking at some easy ways to increase your car's chances of passing its MOT test.

Many people don't prepare their car for an MOT at all, when a set of simple checks could save you time, money and inconvenience. Many cars fail on the basic items we're about to highlight, leaving you rushing around attempting to fix them at late notice and possibly great expense.

Mark Lewis, IAM director of standards, says start on the outside:

- Wash your car. This will allow you to see any damage, especially to wheels
- Check tyres. Make sure there is no damage and there is there is a tread depth of at least 1.6mm across the central three-quarters of the tyre width and around the whole circumference of the tyre
- Clean your windscreen so you can see any cracks
- Make sure all lights are working get someone to help with brake lights or look at a reflection in a shop window or garage door
- Lift the wipers and check the feathered edge (the thin part of the blade that touches the screen) for any damage. Then wipe them with a damp cloth
- Look under the car to see if there are any fluid leaks

Now let's talk fluids!

- Make sure all fluids under the bonnet are topped up – these areas are often marked in yellow
- Make sure the windscreen washer nozzles are working and aim at the windscreen
- Don't forget about the rear wash-wipe if your car has one

Moving inside:

- Make sure the horn works
- Does the parking brake hold the car?
- Pull all the seat belts out the entire way and make sure they retract.

Unwind if necessary

Mark said: “These basic checks will help make your chances of passing an MOT much greater. So many fails are as a result of these issues.

“But what I have suggested should not just be a once-a-year activity – these are checks that should be part of a weekly routine to ensure your car is safe to be driven day in, day out.”

Driving Safely in storms 10.2.16

This week’s tips from the IAM’s director of standards, Mark Lewis, are about driving safely in storms. As storm Imogen brings strong gusts of wind across the country, here’s how you can make your journey a safe one for the road.



- If weather conditions are extremely bad avoid starting your journey. Take note of any weather warnings and traffic updates in your local area – this will help you make an informed decision.
- Driving in strong winds can be extremely dangerous, unsettling your car and even pushing it to change direction. Grip the steering wheel firmly and be mindful of vulnerable road users, such as motorcyclists, who will need more room than usual.
- Always look well ahead for gaps between buildings and be careful when overtaking larger vehicles – in both instances gusts might be particularly strong.
- The movement of trees on the roadside can give a useful indication of wind strength too.
- Be wary of debris on roads and allow yourself enough space to move around it if necessary. Driving at a steady speed will also ensure you give yourself more time to slow down before a hazard.

Mark said: “Keep an eye on the vehicles ahead of you – looking for clues as to how the wind may be affecting them will give you advanced warning of where it may be gusting strongly.

“Stormy weather can be extremely unpredictable – be prepared for the worst. And as always, avoid the journey where possible.”

And Finally.....

Thanks to David Robinson for this little gem.

Wanda's dishwasher quit working so she called a repairman. Since she had to go to work the next day, she told the repairman, 'I'll leave the key under the mat. Fix the dishwasher, leave the bill on the work surface, and I'll send you a cheque in the post.

'Oh, by the way don't worry about my dog Spike. He won't bother you. But, whatever you do, do NOT, under ANY circumstances, talk to my parrot!'

'I REPEAT; DO NOT TALK TO MY PARROT!!!'

When the repairman arrived at Wanda's apartment the following day, he discovered the biggest, meanest looking dog he has ever seen. But, just as she had said, the dog just lay there on the carpet watching the repairman go about his work.

The parrot, however, drove him nuts the whole time with his incessant yelling, cursing and name calling. Finally the repairman couldn't contain himself any longer and yelled,

'Shut up, you stupid, ugly bird!'

To which the parrot replied, 'Get him, Spike!'

See - Men just don't listen

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