

ARE WE THERE YET?

Mid Yorkshire Advanced Motorists Newsletter

March 2019

iam
RoadSmart

Group Number 4178
Registered Charity Number 1053843





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Cover Photo – Wainhouse Tower Halifax

A Grade 2 listed building, the 275ft Wainhouse tower is a folly in the King Cross area of Halifax. Built as part of a long standing feud between John Wainhouse and Henry Edwards in the 1870s the tower was originally designed as a chimney for Wainhouse's dye works and has viewing platforms at the top which are open to the public on bank holidays.

FORTHCOMING GATHERINGS

Date	Meetings	Location
Sunday 3rd March 9:30am – 12am	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
Sunday 17th March 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 7th April 9:30am – 12am	Sunday Driving Sessions Assessment runs for all Associates & Members	Sigma Ltd Alpine Court, Castleford, WF10 4TL
Monday 1st April 8pm	MYAM Social Evening TBA	Carlton Social Club Main Street Carlton WF3 3RW See page 7

The speaker we had arranged for our April meeting has unfortunately had to cancel but we hope to re-arrange him for a later date. We are looking for a speaker for April so, as they say, watch this space.

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

Our lives are full of changes. Decisions we made years ago affect our lives today and I'm sure there are many of us who would love to borrow Dr Who's Tardis to go back and change things. Had I taken a different job back in 1984 I certainly wouldn't be writing this now. Of course many decisions are out of our hands, witness the current chaotic state of Brexit. But no more talk of politics. (one definition of politics comes from poly meaning "many" and tics meaning "parasites"!)

When we are driving we are constantly having to make decisions. How many of us have regretted taking a particular road only to find a major hold up due to roads works or worse a serious accident and I'm sure we've all passed a junction on the motorway only to find the holdup starts a couple of hundred yards past the junction. There are many aids to help up avoid such holdups, local radio stations broadcast regular traffic reports and some satnavs can receive data on holdups and can re-calculate routes but often the information is out of date or is broadcast too late.

When I was working I had several alternative routes to and from work. Over time I could pick a route that I knew would probably have the fewest hold ups or what route to use when it snowed. Having experienced the many routes I could dynamically change route based on the conditions.

MYAM has experienced many changes since its formation by the merger of several local groups. Our social meeting venue, Chairman and other committee members have changed and I think we now have a strong committee in charge of the group. This is one way of saying the AGM is coming up in a couple of months time. There will be a formal notice next month but in the meantime we are still looking for volunteers to take on the positions of Group Secretary, or a minutes Secretary, and Speaker Secretary. So if you would like to volunteer for either of these positions or as a general committee member please contact any member of the committee for more information.

On a personal note since retiring our lives have undergone several changes, mainly for the better but as you may have realised nothing remains static for long. The latest change which will have an effect not only on our lives but our daughter's life is that we have become grandparents. Our grandson was born on 21st February and as I write this both mother and son are doing well.

Keith

GROUP MEMBERSHIP NEWS

Welcome to the Group

New Associates

Katie Exelby, Peter Romanec, George Taylor

Congratulations

On passing the Advanced Test

John Latham - Observer David Stringer.

Adrian Pugh - Observer Bill Jackson

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Pathfinder Yorkshire 2019

If there are any 15-17 year olds among your family and friends do take a look at <https://under17driver.co.uk> and the great work they do readying future young drivers for the road.

The next course in our area is the 15-19th April 2019 at Driffield, YO25 9LH, the cost is £170 for five days and bursaries are available.

Contact Ian Goring (Pathfinder Yorkshire Coordinator) on 01904 700489 or email ian.goring@btinternet.com

Thank you

Lesley Pollard

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.

February Visit to The William Merritt Centre



An adapted Ford Focus

physical and cognitive ability the client has an on road assessment looking at vehicle control and the ability to follow route signs, speed limits, make decisions and judgements. After the thorough driving assessment recommendations can be made as to any retraining required. If the driver is deemed to be unsafe the DVLA are automatically informed as the centre cannot take away a drivers licence.

Drivers, including learner drivers, can refer themselves directly to the centre but costs £95. Referrals are usually via the DVLA, Motability, NHS occupational therapist or GP in which case the assessment is free but to undertake the driving assessment the client must have a valid driving licence.

Phil, who has worked for the centre since 1981, told us of several “interesting” assessment drives and success stories before showing us around the garage where they have several adapted cars. All the cars are automatics as these are easier to drive for those with limited use of their legs. Part of their work is to advise on any adaptations, such as hand operated accelerator and brake for the driver and also any abut for passengers. The adaptations still allow the standard controls to be used.

Our aim is to help people get out and about and maintain their independence. So says a statement from the William Merritt centre. One of 17 Driving Mobility centres in the UK they assess their clients capability to drive based on their medical condition. Phil North, an Occupational Therapist and Driving Assessor, guided us through the assessment procedure. Following an office based interview to look at



A Citroen adapted to allow a passenger wheel chair to be carried

Overall an interesting insight as to how it is possible to continue driving following any injuries or medical conditions which might otherwise stop people driving.

Mnemonically Speaking

The dictionary defines mnemonic or a mnemonic as 'aiding or meant to aid one's memory' or 'something to assist memory'. Advanced driving seems to be littered with mnemonics.

Starting at the very beginning, if you don't recognise **IPSGA**, I recommend you don't admit it. It's the first thing you are fed as an associate, and for observers it almost runs through them like the letters through a stick of rock. **I**nformation, **P**osition, **S**peed, **G**ear and **A**cceleration. It links to its sidekick **TUG**, **T**ake, **U**se, and **G**ive information to support and facilitate the other four elements. You use it all the time when driving. Don't you? Think about it!

I am going to guess that **CMSBGA**, **C**an **M**y **S**afety **B**e **G**iven **A**way, will be less familiar to most of you. In fact, it's the original expression of **IPGSA**, the system of car control as expressed in early editions of Roadcraft. It stands for **C**ourse, **M**irror, **S**ignal, **B**rake, **G**ear, **A**ccelerate. Much the same as IPSGA, except for the modern emphasis on information. Course, however, represents your choice of what you want to do, that is, where you are going and where you want to position the car. Mirror, the information aspect, leads to all the rest as in IPSGA. Brake and speed are synonymous, but brake in the old form encourages braking to adjust speed, because brakes in those days were less reliable and most people were taught to climb down through all the gears to assist slowing. Indeed, you would fail your basic driving test if you didn't do that.

That neatly leads to '**Brakes for Slowing, Gears for Going**'. Self explanatory. Nothing more to be said!

Ever heard of '**The Five Esses**'? No, not a stretch of some racing circuit somewhere, but **S**afe, **S**mooth, **S**ystematic, **S**tylish and **S**peed. It encapsulates everything the examiner is looking for. In every case **Safety** trumps everything else, so that the other four can be dumped if necessary in the preservation of safety. That said, the examiner is also looking for you to be sufficiently cognisant of the situation at all times so that the dumping of any of the other four is never necessary!

Preserving that ideal may be easier if you follow **CAT** and **COAST**. Nothing to do with taking the pet moggie to the seaside, be it a four legged or four wheeled moggie (a

Morris Minor for the unfamiliar). **CAT** is simple, **C**oncentrate, **A**nticipate and **T**olerate. Toleration is in short supply on the road sometimes and we ought all to display greater tolerance of the foibles of other drivers.

COAST adds a bit more to the mix. **C**oncentration, **O**bservation, **A**nticipation, **S**pace and **T**ime. Clearly, good observation is fundamental to anticipation of what may be about to happen, that which is possible, that which is likely to happen and that which is not. Never fail to '**Keep Your Eyes on Main Beam**'. **S**pace and **T**ime are a little more obscure, but never forget that every collision in history, every last one in all circumstances, involved somebody running out of space. How true of the road! It follows that the more space you can maintain around yourself, the more you reduce the possibility of a collision. So '**Don't Be The Meat In The Sandwich**', in front, behind or on either side, if you can avoid it. Always look to maintain an escape route!

Time. You may be thinking it's time I gave up on this, but nevertheless driving requires perpetual decisions to develop a driving plan and every decision takes time. If you have ever been involved with IAM RoadCraft Head Office you may be acutely aware of that. Driving, however, requires more alacrity of decision, but even then maintaining the space and reducing the speed a little will always afford more time to assess and decide. Relax and take your time. The idea is to arrive safely not break any speed records. '**Slow to Flow**' covers it. Slowing down helps traffic to flow more smoothly, which paradoxically may well speed up your journey.

Does this all get the thumbs up? Well what about '**Thumbs Out**'? Try to avoid wrapping your thumbs round the steering wheel. It avoids the chance, should the wheel jerk through a collision with another vehicle, or perhaps hitting something laid in the road, that you will break one or both thumbs. I have seen this happen to a biker who fell off when gripping the bars this way, and he was in real pain!

As far as **POWDERY** checks are concerned, I leave you to look it up if you are unsure, and just remind you to keep the car in good order and the **Y – YOU**, in even better order.

David Stringer

When I took my driving test, many years ago, it was all **MSM (Mirror Signal Manoeuvre)**. Many times it seemed as if it was the other way round. Do the **Manoeuvre, Signal** to tell people what you've done then look in the **Mirror** to see what confusion you've just caused!

Ed

The Technology in Your Car

Modern cars are significantly more complex than cars from years ago and are fitted with systems to lower engine emissions, improve fuel consumption, allow safer braking, warn us of any problems with the car etc. Over the next few issues I'll try to explain how these systems work and what benefits they have for us the motorist.

If there is anything you would like me to cover let me know and I'll do my best to include it.

1 - Tyre Pressure Monitoring Systems

Since 2014 fitment of a Tyre Pressure Monitoring System (TPMS) has been compulsory on cars. How do these systems work and how do they benefit us as motorists.



There are two systems in common use, direct sensing and indirect sensing. The direct type uses sensors in each wheel to relay the individual pressures to the system whereas the indirect type uses the ABS sensors to detect long term differences in the rotation of the wheels as a tyre with low pressure has a slightly lower rolling circumference than one at the specified pressure. Both

systems have advantages and disadvantages,

The direct system advantage is that it can indicate the exact pressure in each tyre which can be displayed on the cars information screen. However the sensors are often battery powered and will need to be replaced periodically. It is also said that the tyre repair kits fitted to cars these days in lieu of a spare wheel can damage the sensors when used following a puncture.

The indirect system advantage is that it uses the ABS sensors, compulsory on cars since 2004, to detect the rotation of the wheels with processing within the cars electronics. Indication of low pressure is normally by means of an indicator lamp. The disadvantage is that it cannot indicate which tyre is low although some of the later indirect systems can use more sophisticated software to indicate which tyre is at fault. However because it uses existing sensors it is relatively cheap to implement and does not

require any sensors to be changed at regular intervals. The indirect system also needs resetting whenever the tyres or the tyre pressures are changed.

We have had TPMS on our cars since 2009 when it was a relatively low cost option and I have found it to be very effective. Recently my car began indicating a tyre pressure fault but on examination I couldn't find a problem as all the pressures seemed to be correct. I reset the system but after a few weeks the light came on again. Eventually I saw that one tyre did look underinflated and on checking found a nail in the tread. I had it repaired, as it had only done about 7000 miles, and never had another problem until the light came on as I drove the car out of our garage over the Christmas holiday. This time it was obvious that the front nearside tyre had a problem with another nail. I fitted the spare wheel, another option I had when I ordered the car, and took the tyre to be repaired.

The big advantage of any tyre pressure monitoring system is that it can give you a warning that something is wrong with one of your tyres although it doesn't remove the need to check your tyres regularly. Taking action at an early stage allows you to potentially save a tyre that could be seriously damaged by continuing to drive with it slowly deflating. This could be important if you do not have a spare.

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American Car Show Wakefield

One of the shows we attend with our caravan is the American Classic Car show, usually held in Wakefield city centre at the end of April. However this year the show has had to be postponed as the organisers are looking for a new venue. Once a new venue has been found and the date for the show announced we will let you let you know the details via the forthcoming events page.

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Can You Fill This Space?

I often have small spaces like this left over when editing the newsletter. Not enough space for the typical item but suitable for a photo, cartoon or joke. So do you have anything that could fill this space? Send any contributions to the email address on page 16.



IAM News Releases and Tips



Don't Become a Victim Of Road Rage

We have all come across road rage at some point in our driving lives. When it happens, it can leave you feeling intimidated and scared. But with a bit of planning you can prevent the situation altogether as no one sets off on a journey intending to have an argument with another driver, often the road rage is the culmination of a bad day. Richard Gladman, head of driving and riding standards, provides a few top tips about how to avoid being a victim of road rage, and what to do if it escalates.

Note: If you have friends or family who drive, please share these tips with them to help them stay safe on the road.

If there's conflict between two parties, there's a likely chance you've both played a part. This doesn't mean you should react. Try to take yourself away from the problem – let the other driver go on ahead. Even if you feel wronged, letting the other party go will make no difference to the rest of your day.

Is someone being confrontational or aggressive? If so, don't make eye contact and don't react visibly. Try not to think about them so that the incident doesn't affect you afterwards.

If the other party is still being aggressive to you and you are in fear of your own safety, call the police.

If the other party approaches you in your car, can you drive away safely? If you can, consider doing so. But don't rush off and drive like the getaway driver in a film, or if you think the other driver is going to chase you. If they are chasing you stop in a busy public place and call help.

Do you have a passengers who can film any behaviour on a mobile phone? This will help in terms of evidence. Remember to include the registration number of the other vehicle involved.

Don't open your door, don't open your windows fully and don't start or get provoked into an argument, try to stay calm.

If you were at fault, admit it and apologise. It may be enough to diffuse the situation quickly. And do not do anything that can be interpreted as retaliation. Even if you weren't at fault, is the argument really worth it?

Hopefully by now the matter is over and you are driving away. Do acknowledge that this incident will have affected your behaviour. If you feel upset or emotional pull over and get some fresh air or walk around if you need to before resuming your journey. Find some distraction like listening to the radio - move your mind deliberately onto something else – deliberately driving well would be a good example – but don't dwell on the incident.

Richard said: "Road rage does not affect everyone every day. If you're finding it is happening very often, you might want to think about how you engage with other road users."

"Unlike pedestrians walking towards each other; who can easily get a feel of what the other person will do, where they might go or the mood they're in, you have no such opportunities cocooned in your car."

He concluded: "No-one need experience road rage, but it us up to each of us to ensure it stays that way."

"So it is important not to be antagonistic or obstructive, perhaps making a person already having a bad day boil over."



Is the future electric?

And Finally.....

PEARLS OF WISDOM

1. Never, under any circumstances, take a sleeping pill and a laxative on the same night.
2. If you had to identify, in one word, the reason why the human race has not achieved and never will achieve, its full potential, that word would be meetings.
3. There is a very fine line between "hobby" and "mental illness."
4. People who want to share their religious views with you almost never want you to share yours with them.
5. The most destructive force in the universe is gossip.
6. There comes a time when you should stop expecting other people to make a big deal about your birthday. That time is age eleven.
7. The one thing that unites all human beings, regardless of age, gender, religion, economic status, ethnic background, is that, deep down inside, we ALL believe that we are good drivers.
8. Never be afraid to try something new. Remember that a lone amateur built The Ark. A large group of professionals built The Titanic.

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This Month's Teaser

When Alec Issigonis designed the original Mini back in the late 1950s he omitted to provide mounting for one specific feature because he didn't like it. What was this feature which is now standard on virtually all modern cars?

Last Month's Teaser

Last month I asked for the two examples of inclined planes on canals in the UK. One is the Hay Incline at Blists Hill on the site of the Ironbridge Gorge Museum and the other, probably more well known, is on the Grand Union Canal at Foxton in Leicestershire.

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.