

# ARE WE THERE YET?



Mid Yorkshire Advanced Motorists Newsletter

May 2018

**iam**  
RoadSmart

Group Number 4178  
Registered Charity Number 1053843





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### **Cover Photo – Pocklington from the Air**

Taken on a visit to the Wolds Gliding Club, near Pocklington, organised by a work colleague ten years ago, the picture shows one of the two gliders in use that evening.

I was in the other glider with my camera.

## FORTHCOMING GATHERINGS

Date	Meetings	Location
<b>Sunday 6th May 9:30 am</b>	<b>Sunday Driving Sessions</b> Assessment runs for all Associates & Members. Look for the caravan.	B&Q Car Park, Aspen way, Glasshoughton, Castleford. WF10 4TA
<b>Monday 14th May 8 pm</b>	<b>MYAM AGM</b>	Carlton Social Club Main Street Carlton WF3 3RW
<b>Saturday 26th May</b>	<b>Harrogate Classic Car Show</b>	Harrogate Railway Athletic FC Station View, Harrogate, HG2 7JA
<b>Sunday 27th May</b>	<b>Heath Common Classic Car Show</b>	Heath Common, Wakefield
<b>Sunday 20th May 10 am</b>	<b>Sunday Driving Sessions</b> Assessment runs for all Associates & Members.	McDonalds car park On the roundabout with Oakwood Lane and Easterly Road LS8 2RB
<b>Sunday 3rd June 9:30 am</b>	<b>Sunday Driving Sessions</b> Assessment runs for all Associates & Members.	B&Q Car Park, Aspen way, Glasshoughton, Castleford. WF10 4TA
<b>Monday 4th June 8 pm</b>	<b>MYAM Social Evening</b>	Carlton Social Club See page 7

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

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

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

#### **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.

## FROM THE EDITOR

Welcome to a bumper May newsletter. As you will see later there are more changes afoot for the MYAM group primarily because of the General Data Protection Regulations (GDPR) which come into effect on 25<sup>th</sup> May. David Rockliff has written in more detail on page 16 on how the regulations will affect the group.

There are also changes for the newsletter as we will no longer be publishing a list of member's birthdays after this issue and the group Facebook and Twitter accounts are to be closed. Also the data protection statement, currently on page 3, will be changing.

Just before the regulations come into force we have our AGM and we invite you to attend. Copies of 2017 AGM minutes and treasurers report will be available at the AGM but we are also publishing the 2017 minutes in this newsletter in order to make them available to those members who are unable to attend the meeting. Combined with the GDPR information this has resulted in the extra pages.

As part of the GDPR compliance all members will be sent a copy of your individual data set. This will be sent to the email or postal address we currently hold. If you have recently moved house or have changed your email address can you ensure you update your details with the membership secretary. His details are on the committee page.

I will shortly be changing my email address, details of the new address will be in next month's newsletter but the current address should still be valid until mid June.

Have you been out enjoying the recent good weather? Last weekend, on the 21<sup>st</sup> April, it was the hottest day of the year so far. We decided to visit the Cow and Calf rocks not realising that a lot of other people had the same idea. The car park at the rocks was full and the road between the rocks and the nearby pub had cars parked on both sides. Our intention was to have lunch in the pub but when we arrived they had just suspended food orders because of the demand.



So we took the dog for a walk on the rocks and returned an hour later for a belated lunch.

**Keith**

# **Welcome to the Group**

## **New Associates**

**Shirley Mallett, Marc Neale,**

# **Congratulations**

## **On passing the Advanced Test**

**Josephine Bergin - Observer Lesley Pollard**

**Pauline Colburn - Observer David Rockliff**

# **Happy Birthday this month goes to**

**George Allsopp, Mr Atkinson, Elizabeth Backhouse, Colleen Baines,  
David Blackburn, Michael Bradshaw, Donna Carter, Matthew Chaddock,  
David Engley, Martin Fillingham, Steve Gilks, John Goddard,  
Ian Goodair, Francis Hale, Maura Healy, Marjorie Hogg, John Howden,  
Hannelore Kaye, Mark Kettlewell, Hilary Krause, John McMahon,  
Maureen Monteith, Alan Padgett, Jaci Peary, Pat Stork,  
Denis Weighill, Caroline Wevill, Chris Youhill**

# 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.



**FACEBOOK** provides details of events and local news. Go and visit [www.facebook.com/midyorkshireiam](http://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](http://www.iamroadsmart.com/groups/midyorkshire)

or use the QR code.



On the website you'll find details of our events, courses, the latest news from the group and copies of previous newsletters.



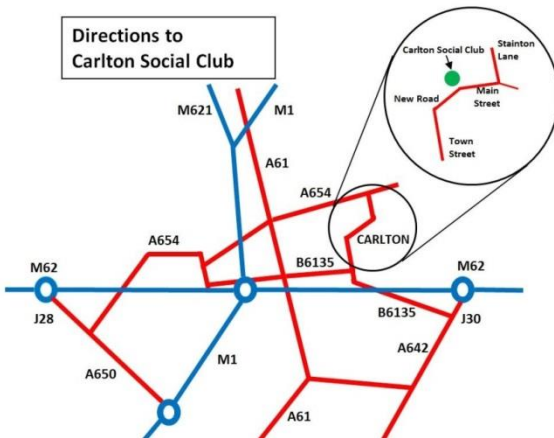
**TWITTER** We now have our own Twitter account which can be found at [twitter.com/MYAM4178](https://twitter.com/MYAM4178).

**The Group Telephone number is 0113 314 9969**

**Please note that the Facebook and Twitter accounts will be closed as from 1<sup>st</sup> May.**

# Directions to the Carlton Social Club

Main Street, Carlton, Wakefield WF3 3RW



From the M62 West leave at Junction 28 and take the A650 towards Wakefield. At the next set of traffic lights turn left onto the A654 toward Rothwell. Follow the A654, turning left in Thorpe on the Hill. Cross the A61 and continue into Carlton. Turn right into Stainton Lane then turn right into Main Street. The Social Club is on the right immediately after the Unicorn pub.

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

Take the next right, B6135, towards Lofthouse. Follow the B6135 under the M62 onto Ouzlewell Green towards Carlton and Rothwell. Follow the road past Carlton Primary School and the Social Club is on the left just before the Unicorn pub.

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

# Annual General Meeting

## Monday 14<sup>th</sup> May 2018

We have given notice that our AGM will take place at 8pm on Monday 14th May. Your support on the night would be very much appreciated and a light buffet will be provided following the AGM.

Should you wish to be nominated or nominate someone for any committee position please let the Group Secretary know.

The current details of the Committee are as follows: -

<b>Position</b>	<b>CURRENTLY HELD BY</b>	<b>STATUS</b>
<b>Chairman</b>	Janice Haigh	Offering to stand again for re-election
<b>Secretary</b>	Andrew Simpson-Laing	Offering to stand again for re-election
<b>Treasurer</b>	Rosie Bricis	Offering to stand again for re-election
<b>Membership Secretary</b>	David Rockliff	Due to stand again for re-election 2019
<b>Web Site Editor</b>	David Rushfirth	Offering to stand again for re-election
<b>Youth Liaison</b>		Position vacant
<b>Newsletter Editor</b>	Keith Wevill	Due to stand again for re-election 2019
<b>Committee</b>	Bill Jackson	To be formally elected
	Alan Jones	Offering to stand again for re-election
	Julie Langham	Retiring
	Bob McDermott	Due to stand again for re-election 2019

Copies of the minutes from last years AGM and the accounts will be available at the meeting.





# **Minutes of the Annual General Meeting**

## **held on Monday, 8th May 2017,**

### **at The Manor Golf Club, Drighlington**

#### **1. Welcome and Regular Business**

The meeting was opened at 20.07 hrs. by the Chairman, Martin Fillingham.

The attendance book was signed by all those attending, and there was a total of 29 in attendance 28 Members and 1 Guest.

#### **2. Apologies for Absence**

Apologies were received from: David Stringer and George Tickle.

#### **3. Minutes of the 2016 AGM**

Copies had been circulated to attendees prior to the meeting and were adopted as a true and correct record.

Proposed by: David Robinson Seconded by: Francis Lintott. Passed: Unanimously.

#### **4. Chairman's Report**

The Chairman said that the year had been a very interesting experience, which he had enjoyed very much. He was encouraged to see that the social side of the Group had been well attended over the year. The Observers had previously shown a fall in numbers due to a range of reasons, but he was pleased to say that there was now a slow but steady increase in numbers. As a result, there was hope that the support for expanding Associate demands would be adequately catered for.

#### **5. Treasurer's Report & Adoption of 2016/17 Accounts**

The report had been circulated prior to the meeting. The Treasurer, Rosie Bricis, stated that there had been an increase in expenditure this year. This included the costs of the caravan, training, donations (e.g. The White Knights), and the costs of

printing and postage of the newsletter. At this point, the Membership Secretary, David Rockcliff, pointed out that the additional costs in printing and postage had arisen as a result of increases in prices. Previously, these costs had been very low, as they had been covered by a Committee member, Vicky Croft, who has now resigned from the Committee.

There being no further questions, the Treasurer's report and the Group Accounts for 2016/17 were adopted.

Proposed: Julie Langham Seconded: David Robinson. Adopted: Unanimously.

## **6. Membership Secretary's Report**

The report had been circulated prior to the meeting. David Rockcliff, the Membership Secretary, pointed out that one of the major tasks was chasing up members to remind them that their membership was due and that there are two payments to consider each year. The MYAM membership is separate from that of the IAM, and is often overlooked.

Our allocation of Associates over the past year had been quite exceptional, and we have enjoyed a high level of success and expansion compared to the national average.

MYAM currently has a membership of 364.

The report was adopted unanimously.

Proposed by: Francis Lintott. Seconded by: Hanni Kaye. Adopted: Unanimously.

## **7. Election of Officers**

The Chairman stepped down from the Chair, and the election proceedings were conducted by the Vice Chairman, Lesley Pollard.

Only one written nomination for the post of Chairman had been received. Janice Haigh was therefore elected unopposed.

Proposed by: Andrew Simpson-Laing. Seconded: David Rushfirth.

Only one written nomination for the post of Secretary had been received, and Andrew Simpson-Laing was elected to the post unopposed.

Proposed by: Roger Illingworth. Seconded by: Barrie Warner.

Only one written nomination for the post of Treasurer had been received, and Rosie Bricis was therefore elected unopposed.

Proposed by: Lesley Pollard. Seconded by: Martin Fillingham.

## **8. Election of Committee Members**

The following written nominations were received for Committee members:

David Rushfirth: Proposed by: Hanni Kaye. Seconded by: Lesley Pollard.

Alan Jones: Proposed by: Chris Marrison. Seconded by: David Rushfirth.

Julie Langham: Proposed by: Lesley Pollard. Seconded by: Martin Fillingham

There were no further nominations from the floor, and the above members were elected unanimously.

## **9. Address by the new Chairman**

Janice opened her address by saying that she had been travelling a great deal and had been very busy. So, although she had previously held the post of Chairman of the Wakefield Group (before the Groups were amalgamated under the MYAM umbrella), she had not been able to play an active part in MYAM due to her various commitments. Janice said she was very pleased to be back and gave a very warm welcome to everyone present, clearly pointing out that if anyone wished to serve on the Committee, they would be made more than welcome. There was much work to be done to raise the Group's profile, but that the Group is in a very strong position to move forward.

The Chair of the meeting was then handed back to the retiring Chairman, Martin Fillingham, to continue with any further business.

## **10. Authority to Increase Subscriptions during 2017/18**

It was approved unanimously by a show of hands that they Committee were authorized to implement an increase in subscriptions should it prove necessary to do so.

## **11. Any Other Business**

There being no further business, the meeting was closed by the retiring Chairman at 20.24 hrs.

# April Meeting

## West Yorkshire 4x4 Volunteers

Andrew Walker the Chairman of the above-mentioned group was our guest speaker at our social evening which was on Monday 9<sup>th</sup> April 2018 at the Carlton Social Club.



Andrew opened his remarks by telling us a little of the history of this multi-talented group. The group was formed in 2011 by an experienced group of 4x4 owners. The group evolved from the original Humber and Yorkshire Group, which is now defunct. They recognised that when serious weather conditions hit the West Yorkshire area this seriously affected the mobility and efficiency of the emergency services to carry out their essential function. So, snow, ice, floods were serious barriers to the emergency services who would be struggling to attend certain areas. It was all too obvious that the safety and well being of the community were being jeopardised by restricted movement and mobility.

So, the West Yorkshire Volunteers are available to help the emergency services such as Police, Ambulance and Local Authorities and Charities offering assistance as and when required by the user services. These are principally Category 1 and Category 2 responders, such as the Police, Ambulance, Doctors and Local Authorities via the Local Resilience Forums set up by the Civil Contingencies Act (2004). The group is a registered charity and has full Public Liability Insurance to cover its activities. The operating boundaries of the group cover West Yorkshire only as defined by the Ordnance Survey county boundary lines although they may be able to help those who are outside our boundaries, so the group always says to ask, as they may be able to help.

All the volunteers are required to undergo training, starting off with an induction period before any of them can attend any call outs. There are monthly meetings to check and to make sure that all drivers are up to date with their training and also aware of the legislation and any changes that take place.

The H.Q. of the group is based at Cleckheaton, central to the geographical area that is covered. They spend time attending local shows and events to make the public aware of the work they do and with people in local communities ensuring they maintain good relationships. They perform a variety of roles, for example the relocation of people and equipment, the access to and from areas that could not be reached by normal vehicles. Various vehicles are useful because they offer the variation and flexibility sometimes needed to match the job in question and surrounding circumstances.

Training is an ongoing thing to develop key core competencies, this helps prepare volunteers to cope with many different challenging conditions. There is a social side where they like to involve everyone which means the whole family. The work involved is very wide and it in some ways becomes a way of life with the interaction of events, shows and communities it soon becomes a very significant part of those who are 4x4 volunteers and support personnel.

The group is not government funded and relies solely on contributions and donations to further their work. They are always looking for anyone who has an interest and an awareness of this in driving terms to come along, have a look and see if the work they do may create an active interest by joining the group.

The amount of information that was given by Andrew was quite significant and it would need a great deal more space to explain and give examples of what the group has done and their numerous achievements, suffice to say it was a very interesting and fascinating talk enjoyed by many including me.

For more information see <http://wy4x4vol.org/>

**Andrew Simpson-Laing**



**Julie Watson receiving her certificate from Janice  
at the April meeting.  
Her observer was Alan Jones.**

# IAM News Releases and Tips

## Make your 'voice' be heard



It doesn't seem long since cars were content to tell us how fast we were going and how much fuel was in the tank. Some appealed to the repressed fighter pilot with extra gauges for engine speed, battery voltage, oil pressure and even inlet vacuum, but most had a quite straightforward dashboard, meriting only the occasional glance.

By comparison, even the humblest instrument panel of today is encyclopaedic. Apart from the rev counter, speedometer, fuel and temperature gauges, they have more coloured lights than a Christmas tree and an array of menus on at least two multi-function screens.

Cars now keep us up to date with the outside temperature, how long till a service is due, whether the windscreen washers need topping up and traffic conditions on the Uttoxeter bypass. They can read out text messages, answer the phone, guide us to our destination and warn us that it's time to change gear.

Now don't get me wrong; I love a gadget, probably more than most people, but so much information and wizardry has been condemned as distracting, especially in America, where the AAA (American vehicle recovery organisation) produces lists of the most attention sapping dashboards; the worst ten include several models sold in the UK. Touch screens with complex menus are the greatest hazard and the only safe way to negotiate many of the functions is to stop the car; inconvenient and often impractical. My current car demands working through three menus just to turn the instrument illumination up or down; a knob on the dash would have been fine, thanks.

However, things are changing. Voice control in cars has been with us for more than a decade and it's improving all the time. At the moment you generally need to specify the function, then give the command, rather than just asking for your favourite radio station or to be taken to the nearest supermarket. This means thinking in a more structured way than is natural for most of us, but it's still a huge advance over having to look at complex menus.

Nevertheless, think of how things are changing in our homes. Siri, Cortana and Alexa are being promoted heavily and they are getting better and better at understanding ordinary speech. Most car makers are developing similar voice recognition systems – or they are working with Google, Amazon and Apple to use theirs.

Progress among drivers appears a little slower. Although it's now one of my "must have" features, I haven't had voice control demonstrated to me by any dealer when I've been looking

for a car and, at least in my experience, lots of drivers seem self-conscious about talking to their car, especially with passengers. This needs to change and not simply because a generation of drivers will have grown up with Siri and her counterparts; voice control will be a major boon for drivers of all ages as functions become more numerous and complex.

Manufacturers need to promote voice control as much as the tech companies promote their electronic assistants and, more importantly, dealers need to encourage buyers to try it out, so that we can all start chatting to our four wheeled friends without giving the instruments a second glance.

*By Tim Shallcross, IAM RoadSmart's head of technical policy and advice*

## **A squirrel's point of view?**

At IAM RoadSmart we talk a lot about the dangers of distraction when it comes to driving – and yes distraction plays a very large part in many accidents.

Music can be both a distraction and a way of keeping the driver alert. Too loud or too high the bpm, the greater the chance the driver will go faster and less able to hear of other things around them.

And as someone who has now reached their 40's, I can now move into the camp of those who say "why do kids have to listen to music all the time?!"

Things were not a lot different when I was younger, as Walkmans became affordable and everyone started walking around listening to them – thus raising concerns of younger people not listening (or watching) out for the dangers on the roads.

The difference now as we move into the iPod/Smartphone era is that it isn't just children using them. Adult pedestrians are also permanently glued to their headphones. This week a neighbour walked out of his house with headphones already on – and promptly walked across the road in front of me not even looking in my direction, causing me to brake sharply and swear under my breath. Not what you want on a drizzly Tuesday at 6.30am!

So what's the answer?

Perhaps it's time to go old school. Many of my age will remember Tufty from school. This was a cartoon squirrel and his leaflets, adverts and assorted promotional items were synonymous with an era of children being taught road safety messages. More than 30 years later I still remember both Tufty and the Green Cross Code as clear and long lasting road safety campaigns.

The Government's THINK! campaigns are both imaginative and thought provoking, and I congratulate them on their hard work and dedication in making their campaigns grab the attention.

But maybe it's time to turn the clock back, and for a new road safety hero to arrive and stick around for a while, to help children latch onto a character for their road safety lessons.

Son of Tufty maybe!

*By Rodney Kumar, IAM RoadSmart senior communications executive (and not a squirrel!)*

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## **MYAM and the General Data Protection Regulations (GDPR)**

Many of you will have recently received emails, letters or leaflets from the companies you have an account with about the General Data Protection Regulations, often known as GDPR. The new Regulations become law on 25<sup>th</sup> May 2018.

MYAM has worked hard to comply with current legislation about data protection, but it's now time to build on the excellent work done by Bob Farish so as to ensure that we comply with GDPR. The requirements are similar to the existing Data Protection Act but they also give individual Group members more control over the data that MYAM holds in our membership records.

The result will be that MYAM holds less information in our database – we will only keep the key items that we need to manage the Group, and hold it in a way that minimises the risk of that information becoming available to other people.

Three changes have already been agreed by the MYAM Committee:

- We will not publish individual birthday wishes in the newsletter, after this month.
- The Group 'Twitter' account has been deleted. It is rarely used, and it presents an unnecessary risk to data security.
- The Group 'Facebook' account will be deleted on 1<sup>st</sup> May. It generally duplicates information about events on the website, and it presents an unnecessary risk to data security.

### **The Legal Stuff**

The current MYAM 'privacy notice' is the Data Protection Act statement published in every newsletter, usually at the bottom of Page 3. It confirms that we hold membership details on computer; that they are confidential; and that the information is used to run the Group.



GDPR requires us to tell members more about their individual rights – for example, to have access to the data, to rectify mistakes and to ask for data to be erased. It must also explain the ‘lawful basis’ for processing data and data retention periods. The ‘privacy’ notice in next edition will be different – and longer.

GDPR also requires us to document the reason why processing of the data is necessary for its intended purpose. MYAM maintains sufficient personal data to:

- communicate with MYAM members and other local people and organisations with an interest in road safety – for example, the distribution of newsletters
- permit the renewal of member’s subscriptions
- support members who are to be assessed by the Institute of Advanced Motorists – in particular, the Advanced Driver Course and Observer qualifications
- ensure that any data that has to be shared with the Institute of Advanced Motorists is accurate

After carefully reviewing the detailed guidance published by the Information Commissioner, the Group has chosen to develop their approach to GDPR using the lawful basis known as ‘legitimate interest’. This is the most flexible lawful basis but places extra responsibility on MYAM to protect the rights and interests of an individual member.

This form of lawful basis allows us to use data in ways that a Group member would reasonably expect, as long as it has minimal impact on their privacy and we have a compelling justification for processing the data.

GDPR also requires us to appoint someone to take responsibility for data protection compliance and assess where this role will sit within the committee structure. The Committee has agreed that the Membership Secretary will carry out this role.

### **What Happens Next?**

Changes cannot happen overnight (we have day jobs) but the plan is to ensure that the key requirements are in place by 25<sup>th</sup> May.

Since MYAM was established, access to the main IAM records database (known as DTE) has improved to the extent that the three MYAM committee members with controlled access to it – the Group Secretary, Membership Secretary and Chief Observer – use it regularly. This means that the information that we hold about your IAM membership status is no longer needed. The only exception is the information that the Chief Observer holds to manage current Associates and Observers.

The current database programme, developed by Bob Farish, has served us well, but is starting to show its age. We no longer use many of its secondary features and it runs on Microsoft Access – a program that is not widely available now.

A new data list is being developed using MS Excel, with only the data needed to run the Group, as explained in our intended purpose (above). This change makes it easier to extract data about an individual member so the plan is that every member will be sent a copy of their individual data set. This will give you the opportunity to correct any errors.

The Group does not operate a direct debit system for collecting subscriptions. This means that we do **not** hold any bank account details. However, the Treasurer has indirect access to bank details through the online banking statements. This aspect of data protection will be reviewed as part of the work that we still have to do.

A lot more work is also needed to agree retention periods for archived records; how we ‘back up’ data in a secure way; and the documentation required to add the GDPR requirements to the Group Rules.

In summary, we can assure members that your Committee is well aware of the new Regulations and is working hard to ensure that MYAM complies.

Enjoy your driving!

**David Rockliff, Membership Secretary**

22<sup>nd</sup> April 2018



## Pathfinder Project Yorkshire



At Easter week I was privileged to be part of the Pathfinder Yorkshire event held at Drifffield Camp in East Yorkshire along with another of our observers, Ruth.



The course is aimed at 15-17 year olds to start a safe process of learning to drive.

Twenty students had initially signed up along with their parent/guardian's and duly arrived with a variety of vehicles.

None of the students had ever sat behind a steering wheel before and the weather was atrocious!

In the marquee with the 'welcome' 'introductions' 'safety' and 'briefing' over..... as an ice breaker, each student had a frisbee thrown to them which was used then to practise the 'pull/push' steering method.

Everyone also received a copy of the Highway Code, DVSA Theory Test book, an interior mirror, a Pathfinder mug and pen.

To start, a simple oval course of cones had been set out down the runway space and within the first hour or two all had mastered the basics of gently moving and stopping the vehicle, steering, reversing in a straight line and a reverse park in the car park area.



Throughout the week, parent/guardian's stayed with the student at all times; with the instructors (IAM RoadSmart Observers) bobbing in and out of the vehicles as needed to show the next competences set, to help out with any problems and give encouragement.

As the days wore on, the road layout was altered, added to and made more hazardous. Roundabouts, junctions, pinch points to give way to oncoming traffic, slalom sections to practise forward and reverse, a dual carriageway, a country road section with tight corners, garages and reverse parking areas were added to the mix. Most of the road layout was 2-way, which gave the sense of being in traffic. Speed limits were given each day for various sections of the course, Monday started on 20mph and by Friday a perimeter road was designated a 60mph limit.

Each night the students had to complete a Highway Code Theory Test online, the marks counting toward their end grade for the week.



Plenty of breaks were encouraged throughout the week, parents also reported that their teenager was spark out long before their usual bedtime, the same could be said for some of the volunteers too!

They had discussions on peer pressure, attitude, speed awareness & collisions. By Wednesday they understood the theory and practised a safe overtake with a stooge car travelling at 10mph. They were given marks on a manoeuvres skill test. Stopping distances were demonstrated, with an instructor driving at 30mph and braking to a stop, then at 40mph and so on up to 80mph. Adding on the thinking time the distance travelled surprised students and parents alike.

They all got to drive a long wheel based van as well as an automatic car and swapped each other's cars to get a taste of how different vehicles felt. Great hilarity was had trying out a mobility scooter wearing beer goggles or whilst trying to text, that was a real eye opener....or two or three.....there looked to be cones everywhere!

Sadly....a cone died.... but, a lesson learnt.

By the end all were competent on pre drive and cockpit checks, knew their way around under the bonnet and could quote and show POWDERY checks. From day one they'd been introduced to IPSGA.

We had visits from the local Road Safety Officer and a representative from the Police and Crime Commissioners' Office who were all happy to be driven around by the students and were very impressed with the setup, they will be pestered, sorry, encouraged to give future support to the Pathfinder Course. Unfortunately our own IAM RoadSmart Area Service Delivery Manager, Peter Serhatlic, had to duck out of a planned visit, let's hope he makes it next time!

A handful of the youngsters will have turned 17 by the time you read this and will be getting a taste of the real roads, experiencing Pathfinder will hopefully give them a fighting chance.

The next Pathfinder course is already booked at Driffield, from Monday 29<sup>th</sup> October to Friday 2<sup>nd</sup> November 2018. The space available on site means more students can be allocated and some places are already booked.

BUT this can't happen without the manpower and back up, could *you* help in anyway? If you could volunteer for just half a day or the week, help with admin, cone laying or marshalling, more observers to instruct will be needed.

Is your company looking to sponsor a charity perhaps? .....any of these then please do get in touch with Ian Goring (Pathfinder Yorkshire Coordinator)

[ian.goring@btinternet.com](mailto:ian.goring@btinternet.com) tel: 01904 700489 mob: 07988 740274

You will be DBS checked, you can claim mileage, lunch and drinks are provided and there's bacon butties for breakfast every day!

**Lesley Pollard**

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I'll be putting a notice regarding the next course in future issues of the newsletter

**Ed**

## Bridging the Menai Straits

Following on from March's front cover I thought you might like to know about how the Menai Straits were bridged, especially if you've ever been caught up in traffic trying to get onto Anglesey in the 1970's.

The first bridge across the Straits was Thomas Telford's suspension bridge. Construction started in 1819 and the bridge was opened in 1826 allowing road traffic easy access to Anglesey and to Holyhead for travel to Ireland. Previously, crossing the Straits was done by ferries which were fraught with danger as the tides on the Straits can be quite treacherous at times.

One restriction placed on the design of the bridge was that a 100 foot clearance was needed under the central span to allow sailing ships to pass under the bridge unhindered. Stone for the bridge was quarried at the nearby Penmon quarry and delivered to the bridge construction site by boat. The iron suspension chains were anchored into tunnels on either side of the bridge and fitted in sections with the central sections loaded onto rafts which were then manoeuvred into position before being winched into position. Vertical rods were then hung from the chains to support the wooden deck.



Once opened the bridge cut the road travel time from London to Holyhead, along what was to become the A5, from 36 to 27 hours. Over the years the bridge has been modified to cope with the changes in traffic. In 1893 the wooden deck was replaced by a steel deck and between 1938 and 1940 the suspension chains were replaced by steel chains which allowed the weight limit per vehicle to be increased.

Once the road bridge had been opened, thoughts turned to a rail crossing because of the rapid rise in rail travel. Initially it was proposed to use Telford's bridge taking the rail coaches across one at a time and re-assembling the train on the other side but this was soon abandoned and plans were drawn up for a new bridge by Robert Stephenson. As with the road bridge a 100 foot clearance was required. Stephenson's design involved making the bridge from two iron tubes, each one carrying a single rail track. The original plan was to suspend these tubes from cables strung between the towers but calculations and tests on the completed tubes showed that this was not necessary.

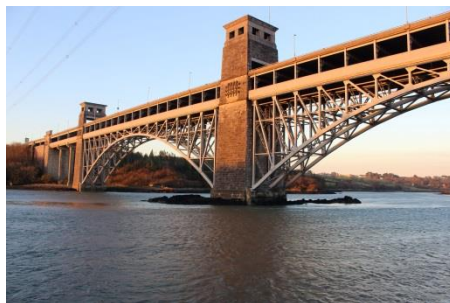
The tubes were constructed on the banks of the straits and then floated out between the towers then slowly raised into position by hydraulic pumps. Once the tubes were in position four limestone lion statues, as shown on the March front cover, were added either side of the

tracks on both sides of the bridge which opened in 1850 and became known as the Britannia Bridge.

In May 1970 a group of teenagers were reported to be looking for bats in the tubes and dropped the burning paper they had been using as a torch. The tubes had been protected by tar which caught fire and severely damaged the tubes. The bridge was out of action for several years which caused problems for British Rail as they had several locomotives stranded on Anglesey which had to be taken off the island by ship.

In some respects this fire had benefits as it was soon realised that the stone towers were strong enough to support a second deck above the railway which could be used for a roadway. This would ease congestion on the only road access to Anglesey across Telford's suspension bridge.

The bridge was rebuilt with steel arches supporting a new concrete rail deck which was fully re-opened to rail traffic in 1974. The new deck for the road was then built and was opened by HRH Prince Charles in July 1980. The road bridge formed part of the A55 North Wales Expressway which bypassed Bangor and many other bottlenecks along the North Wales coast.



One major bottleneck along the coast road was the town of Conway. This was one of the last sections of the Expressway to be completed. Instead of a new bridge a tunnel was constructed to cross the river Conway. This was built as a sealed tube which was then positioned on the bed of the Conway Estuary and connected to the new road.

Having lived and worked in the Bangor / Menai Bridge area for many years before I moved down to Leicester, I can vouch for the significant improvements in travel times both the Conway tunnel and the Britannia road bridge made. I used to say before the tunnel was built it would take half an hour from Chester to Conway and half an hour from Conway to Holyhead and two hours to get through the narrow streets of Conway!

I used to work in the university Marine Science Labs in Menai Bridge and the lab I worked in overlooked the suspension bridge. In summer at the height of the holiday season before the Britannia road bridge was opened you could see the slow moving traffic on the bridge. In fact I believe the police encouraged the 15mph speed limit on the bridge to be broken just to get the traffic moving. In addition to the speed limit there are weight, height and width restrictions on the bridge which caused problems when an HGV driver got through one of the arches then decided he couldn't make it through the second arch. This was in the height of the holiday season!

**Keith Wevill**

# And Finally.....

## BAKED POTATO COST £240

People do the strangest things with their cash.

Unusual claims handled by the mutilated-banknote team (sounds painful!) so far this year include one from a Staffordshire man who sent a soggy pulp of notes in a plastic container he had pulled out of the river whilst fishing. Through the notes had been in the water for some time, the team was able to sift the debris and send him a cheque for more than £100.

A County Durham man, unaware that his wife had hidden her purse in the microwave oven as a precaution against burglary, popped in a potato and baked it for 12 minutes reducing the purse and contents to ashes. The bank found the remains of 12 £20 notes - twice the sum the couple had claimed.

A woman from Devon had her purse destroyed when her friend's car caught fire. By sending in the charred remains of the purse, she was able to claim £25, even though the fabric of the purse had melted on to one of the notes.

A West Midlands man was walking his dog when he found a box of notes abandoned in woods. They had been stained with security dye during a robbery that went wrong. However, police were unable to link them to a crime and six months later they became the man's property. He sent them to the Bank of England team and received a cheque for almost £4,000. He wrote back to say he was giving the money to charity.

*(Acknowledgements to Financial Mail on Sunday, July 5th 1998).*

## This Month's Teaser

For this month's teaser I'm indebted to David Stringer. Following on from the Britannia Bridge teaser in March there is another Stephenson tubular bridge across the Conway. He also built others, two in Egypt, and the Victoria Bridge over the St. Lawrence at Montreal in Canada. There was also a sixth tubular bridge to Stephenson's design on the MYAM patch. Where was it?

## Last Month's Teaser

Last month I asked "What has been the most recorded post 1950 song with over 4000 recorded versions? Recorded in 1965 with the working title "Scrambled Eggs" the answer is Yesterday recorded originally by The Beatles in 1965.

# Your Committee

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<b>Ex officio</b>	<b>Bill Jackson</b> <b>Julie Langham</b> <b>Bob McDermott</b>		

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 now have a Group Secretary however we also need a Speaker Secretary to organise the social meetings. To find out more contact the Secretary.**