



**Mid Yorkshire**



**Advanced Motorists  
Newsletter**



**ARE WE THERE YET**

**November 2016**

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



**[www.iamroadsmart.com/groups/midYorkshire](http://www.iamroadsmart.com/groups/midYorkshire)**

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## FORTHCOMING GATHERINGS

Date	Meetings	Location
<b>Sunday 6th November 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 7th November 8 pm</b>	Are you ready?....for Winter Driving!  David Stringer	The Manor Golf Club. Bradford Road, Drighlington, Bradford, BD11 1AB (See page 7 for directions)
<b>Sunday 20th November 10am</b>	<b>Sunday Driving Sessions</b> Assessment runs for all Associates & Members. Free tea or coffee.	McDonalds car park On the roundabout with Oakwood Lane and Easterly Road LS8 2RB
<b>Sunday 4th December 9.30 am</b>	<b>Sunday Driving Sessions</b>	B&Q Car Park,
<b>Monday 5th December 8 pm</b>	<b>MYAM Social evening.</b> Christmas Quiz and Buffet	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.

Did you notice the error in last month's Forthcoming Gatherings? The November meeting should have been Monday 7<sup>th</sup> November not the 3<sup>rd</sup>. Congratulations to Martin who spotted it. This reminds me of what I was told in my first job. One of the engineers said the drawing office always put one deliberate error on a drawing to make sure the engineers check it properly. The problem arises if, after checking it thoroughly, you can't find an error.

So if you find a mistake in the newsletter it's just my way of making you read it all!

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

## FROM THE EDITOR

How well do you know your car? I don't mean knowing what all the controls and switches are for, although that is important, but how it runs, what it feels and sounds like to drive and what do all the lights on the dashboard mean. Knowing this can be useful should anything go wrong.

It's always worth listening for any odd noises or anything out of the ordinary while you are driving. I've had a couple of instances where I knew there was something wrong and I suspected one of the wheels was responsible as the odd noise was speed related. I checked the tyres but couldn't find anything obviously wrong. Next day on the M69 going to work the noise went away as one of the rear tyres experienced a blowout in the outside lane. I was lucky as I was able to keep the car under control and cross to the hard shoulder. It's amazing how quickly you can change a wheel under those circumstances and I wasn't late for work. A few weeks later I had a similar noise again and found a bulge in the other rear tyre. This time it was easier to find as I had an idea of what I was looking for.

Modern cars are fitted with diagnostic systems which help the garage to find any fault. Note I didn't say these systems will find the fault as in most cases they will just point you or the technician to the area where the fault is suspected to be and it's then up to the technician to find the faulty components. However it is always useful to note anything different that you've noticed when the fault occurs and any investigative work you've done as this can help to diagnose the fault.

Of course the odd rattle may just be due to loose change in one of the many storage bins that modern cars seem to be fitted with but it's always worth checking in case it's something more serious. And the dashboard warning light that comes on may be just telling you that your washer bottle is nearly empty. I know that on some cars if the warning light is yellow it means something is wrong and needs attending to soon but if it's red then it's stop and get it sorted quickly.

I'm sure there are many people who just drive their cars and do not realise that anything is wrong and have no idea what the lights on the dashboard mean. How many cars have you seen with only one brake light working? It doesn't take long to check all the lights are working correctly and besides a bulb not working is, for most of the bulbs, an MOT failure (says he whose MOT is due soon)

Ignoring the warning signs could lead to more serious and expensive damage later. So read the cars handbook and familiarise yourself with the plethora of warning lights on the dashboard and what they mean. In most cars these days the warning lights come on with the ignition and go out after a few seconds. Any that remain on after the engine has started should be investigated as soon as possible.

**Keith**

# Welcome to the Group

William Casey  
Jayne Firth

# Congratulations

On passing the Advanced Test

Ghazanfer Ali - Observer Rob Blackshaw  
Joe Convery - Observer Alan Jones  
Janet Darlington - Observer Bill Jackson  
Karl Shaw with a F1RST - Observer David Rockliff

(I don't know whether I should mention this, but Karl adds his Advanced Driver qualification to a RoSPA Gold on his motorbike.)

# Happy Birthday this month goes to

Robert Banks, Colin Beaumont, Daniel Beckington, Martin Berger, Allen Blake, Rosemary Bricis, Russell Burgess-Dawson, Michelle Chaplin, Colin Corp, Carol Driver, Peter Ellis, James Ford, Andrew (Drew) Geldart, Emma Greenhalgh, Andrew Greenwood, Stephen Hodgson, Aimee Hullah, Chris Jackson, Zoe Kemp, Richard Lindley, Tyrone McLeary, Robert Pearson, Les Plumb, Janice Priestley, Katie Robertshaw, Paul Scorer, Richard Sloan, Jeff Tate, Lorraine Whewell

# ***MYAM Online***

## **MYAM COMMITTEE MINUTES NOW AVAILABLE TO MEMBERS**

The Committee has now agreed that in the interests of transparency the minutes from the MYAM Committee meetings will now be available to Members on the Group website once they have been accepted as a true record by the Committee. So please feel free to check them out. They can be found on the Committee Members page under Our Team. The minutes are located at the bottom of the page.

**FORUM** is open up to all MYAM members at [myam.icyboards.net](http://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](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)

The new site is taking shape nicely but we still have plenty to do.



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

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

## **GROUP NOTICES**

**Directions to the Manor Golf Club,**  
Bradford Road, Drighlington, Bradford, BD11 1AB

The carpark is well lit and for those who find walking difficult please park to the right hand side of the entrance where there is a ramp up to the doors.

### **Directions**

The Manor Golf Club is situated on the B6135, half a mile off the A650. If travelling from M62, M621 exit at Junction 27 onto the A650 to Bradford. At the second roundabout take the third exit onto the B6135, the entrance is on the left, immediately after the change in speed limit to 40.

From the A58 Leeds turn right at the traffic lights in Drighlington towards Bradford and the entrance is on the right immediately before the national speed limit sign.

From A58 Halifax turn left at the traffic lights in Drighlington towards Bradford and the entrance is on the right immediately before the national speed limit sign.

### **Disclaimer**

The items contained in this newsletter are the views of the Members who contribute and not necessarily the views of the Institute of Advanced Motorists (I.A.M) or MYAM.

### **DATA PROTECTION ACT**

MYAM holds Membership detail records on computer, these are confidential and for club use ONLY. The information is used to run the Group and consists of various details such as class of Membership, date of joining & subscription expiry dates. It is also used for the production of address labels for the distribution of the newsletter and recording training for Observers.

## **New Feature - My First Car**

Everyone remembers their first car, be it for good or bad reasons. What was your first car, was it brand new or an old banger that kept breaking down. Did you give it a name?

The reason I'm asking is this month I'm starting a new regular, or irregular depending on how well it goes, feature on your memories of your first car. So I'm inviting all our members to write a short piece about your first car.

I'll start the ball rolling with my memories and experiences of my first car, a Mini 1000.

## My First Car

My first car was a 1974 Mini 1000 in Harvest Gold. In September 1974 I started working in Stevenage and living in nearby Hitchin. Having to rely on work colleagues or the bus to get to work meant I started thinking about buying a car so at Easter the following year I started looking and soon found a year old Mini in a local garage. As I didn't have enough in my bank account to buy it outright I needed a loan. Although the garage offered me finance I got a better deal from my bank but needed my father to guarantee the loan. This took a little time to arrange so I finally took possession of the car on the afternoon of Friday 20<sup>th</sup> June 1975.



**My old Mini**

An hour later I set off up to my parents in Birmingham driving on the M1 for the first time, but it wasn't as busy back then, stopping at Watford Gap services to top up the tank.

I had the car rustproofed soon after as cars of that era were prone to premature rusting then set about "customising" it. Over the next four years I added a radio, a cassette player, fitted electronic ignition, hazard flashers, intermittent wipers, reversing lights, front and rear fog lights, tachometer, clock, voltmeter,

passenger door mirror, rear wiper and a smaller steering wheel but the first thing I did was to move the seat as far back as it would go, as being over 6 foot tall it helped me to get a more comfortable driving position.

Two years later I'd paid off my bank loan then left work to return to university. Up till then I'd had the car serviced by the garage I'd bought it from so I decided to attempt to service and maintain it myself. It didn't take long to gain enough knowledge to achieve this.

It had passed its first MOT before I returned to university but at its next MOT it didn't pass because of a worn ball joint on the front suspension. With the help of a few friends I changed the joint but it took us over two hours to complete. In the following years I'd check the ball joints prior to the MOT and if necessary change them. With practice I could do it on my own in about half an hour.

In 1979 I took the head off and decoked it which made an improvement in its performance then in August 1980 I sold it to a friend of mine for £250 less than I'd bought it for and bought my first new car an 1100 Fiesta.

So I had my first car for just over 5 years, 54,000 miles and an average 41.6 mpg and learned a lot about cars.



# October Meeting

Richard Gladman (Head of Driving & Riding Standards) visited the group in October. He first apologised for Sarah Sillars absence as she had been asked to sit on a Road Safety Ministers Meeting, Sarah assures us she will be with us to talk at our February meeting.

Richard outlined for us what had been happening at IAM RoadSmart headquarters -

Currently there are around 93,000 members - 6,000 of which are active.

IAM are looking to get involved with the PSV (bus) market.

By the end of 2017 IAM to have all observers and trainee observers registered with the IMI (motoring body) as part of the new standards roll out.

The current promotions are selling well for Advanced Driving & Riding and will be available up to Christmas with a 10% discount, making it £134 - if you've been thinking about getting someone a course for a Christmas present - now's the time to buy it! Ask one of the committee.

The country is now split into 8 regions - each with an Area Service Delivery Manager. Our area will be covered by Peter Serhatlic who will also be one of the 2 Regional Service Delivery Team Managers covering the country.

They are looking at introducing a 'Fellow Membership' this will entail a retest every 3 years similar to RoSPA.



There had been many problems early on the year with the new IAM RoadSmart website, this is now much improved.

At conference it will be discussed about enabling a qualified group member to be able to sign off an associate as a Full Member without the need for going to test with an examiner as now. It's to encourage more people to take up Advanced Driving/Riding, quite a few drop out as they don't want to take the test.

Headquarters is moving out of Chiswick in London - the trustees deemed it inappropriate as a charity to be sat in property with such a high value. New premises are to be rented in Welwyn Garden City and the move will take place before the end of this year.

## Driving Sensation

Have you ever wanted to drive a “supercar” instead of your ordinary day to day car? Well last Christmas my son David was given a present of a drive of a more exotic car than his day to day Seat Ibiza. So on 25<sup>th</sup> September we made the trip to Elvington for his drive. This was his second visit as last year he’d had a similar present from his grandparents (it’s always difficult to know what to get him) and on that occasion he’d driven a Lamborghini around the track. This time his chosen vehicle was a little different, an Ariel Atom.

For those who have never seen one of these it’s basically an engine, four wheels and a seat in a frame. No mod cons at all but it is road legal. With its 2 litre Honda engine delivering 245BHP it has a power to weight ratio of around 470BHP per ton and a 0 to 60mph time of 3.12s compared to Davids Seat Ibiza with a power to weight ratio of around 80BHP per ton and 0 to 60mph time of 11.8s.



On arrival David booked in then waited for the briefing while I looked for suitable places to take photos. Following the briefing he and two others were driven round the track for a couple of laps in a BMW with the driver commentating on the circuit. This was followed by selecting a suitable crash helmet and a wait for his turn in the car.

Eventually it was his turn and he squeezed into the seat for his four laps round the track. On one lap he overtook the slower Subaru.

Then it was all over and off to check and buy copies of the official photos of the event.

Did he enjoy it? Of course, wouldn't you if you were given the opportunity?



**That is David in the driving seat, honestly!**

## IAM News Releases and Tips

### **Distraction: the enemy of action**



The daily commute can often get repetitive and could tempt you to look to your car for entertainment. A favourite song may come to mind or even the thought of calling someone from a hand held mobile phone to pass time. Here are some driving tips to avoid distractions from IAM RoadSmart's head of driving and riding standards, Richard Gladman.

- Most crashes actually happen close to home, so ensure familiarity does not breed contempt by keeping your focus. Glancing away from the road ahead even for a few seconds can make you miss that vital clue of a dangerous situation developing.
- Multi-tasking is a myth – even the shortest phone call or text is taking your attention away from the road, so talking on the phone whilst driving is a big 'no'. Even though you may have devices in place such as bluetooth headsets or hand free these can be very distracting and we recommend not using devices such as these. If you can't stop yourself using the smartphone put it in the boot!
- Avoid smoking when driving. It is very easy for hot ash to get everywhere and cause accidents
- Eat and drink at home. Eating and drinking on the road not only takes your eyes off the road but dropped food or spilt drinks don't mix with smooth driving
- Distracted drivers swerve from lane to lane, drive too close to the car in front or react too slowly. All of these actions can bring you to the attention of the police who can issue a careless driving ticket at the roadside – as well as being a danger to other road users
- Get your playlist ready before you set off for your journey. This limits the amount of fiddling with music and audio controls or trying to plug in loose wires. Even consider a drive without music you may enjoy it

Richard said: "If you take your driving seriously then it limits the chances of distraction. Processing all the information from around your vehicle, taking up the right position on the road and making smooth progress are more than enough to occupy all your brain power. The best drivers can predict risky situation well before they can cause a problem. Allowing yourself to be distracted completely undermines that skill."

# Peace, love and muddy paws

Many of us take to the road with our pets and if we are lucky enough might even have a place for them at our desks. But much as we love them, now and again our furry friends can pose a few challenges when we're driving. Here are some tips for those driving with pets from IAM RoadSmart's head of driving and riding standards Richard Gladman.

- Try not to feed your pet right before you leave or when you're on the road, but do keep a supply of their favourite biscuits or treats so you can stay in control. Never let dogs off the lead in a car park or motorway service area.
- Keep your pets out of the front seat and off your lap. Driving with an unsecured pet in the front seat could distract you at a safety-critical moment. You never know when your pet might react to something they think is interesting outside the car. Ideally dogs should be behind a guard or correctly strapped in in the back seat. Cats or smaller creatures should be in an appropriately secured carrier.
- Leaving your pet alone in the car, no matter what the temperature might feel like outside, is a big no.
- Try to take along familiar toys and bedding to provide a relaxed setting. This allows greater comfort on the journey.
- Don't change up the menu! A sudden switch in your pet's food before the journey can upset them (and their stomach!) and that's not what you want when you're stuck in the car together.
- Take water and a bowl with you to keep your favourite companion well hydrated.
- Take frequent stops for exercise and calls of nature. Keep a supply of poo bags in the car just in case.
- Don't let your pet stick its head out of the window. It may enjoy the draft but it's a major league distraction for you and other drivers as well as being potentially very damaging for their eyes. Dog's eyes were never designed to travel at 60mph!

Richard said: "An unhappy pet equals an unhappy driver so always plan and prepare well in advance for any journey with a furry friend. An unrestrained dog or cat becomes a projectile in the event of sudden braking, potentially injuring drivers, passengers and pets alike. Just as with a child in the car fit the best equipment, which is custom designed for your size of pet and everyone will arrive relaxed, content and ready for action."

## Newsletter Distribution

The group newsletter is important as it is often the only way to communicate with our entire membership as not everyone can make it to the monthly meetings at the Manor Golf Club. Our preferred method is by email although we do recognise that not everyone has access to email. Members without an email address receive a printed copy of the newsletter at no extra cost. The newsletter is also available on our website.

Every month we generate two lists from our database for the email and postal copies which are used to distribute the newsletter. However we have had a few instances where people have reported not receiving a newsletter so it is important to keep us informed of any changes to your address, both email and postal. Contact our membership secretary, David Rockliff, with any changes.

I normally check the email list for duplicates to ensure members only receive one copy which I will send out about a week to 10 days before the monthly meeting. Should you not receive an email copy before the meeting contact me, my contact details are on the committee page, and I'll send out another copy. Also if you receive more than one copy let me know so the list can be updated.



**Richard Brankin receives his certificate from Martin**

## Young Driver Refunds

Two of our recent test passes – Joe Convery and Karl Shaw – will receive a refund on their Advanced Driver Course now that they have passed their test. It may be useful to remind readers that the incentive is still available. The text on the website is repeated below.

### Young drivers

The Mid Yorkshire Advanced Motorists are currently offering an incentive to young drivers considering taking the Advanced Driver course with us. The young driver initiative is offered to any person under the age of 26. When they pass the Advanced Driving Test they will receive £40 cash back *when presented with their certificate*. With this sort of incentive why not grab the opportunity while the offer is still open.

## Observing Campanologists

You are probably aware that the Dean of York Minster has sacked the 30 volunteer bellringers and the minster bells have fallen silent. All Heaven is in a rage. Well, a substantial part of York is, anyway.

The reason seems to be that the Dean and Chapter want to appoint a fully qualified professional chief ringer, or Bell Captain, whose task will then be to appoint bellringers suitably trained and up to speed on the health and safety requirements of their work. One could be forgiven for seeing a triumph of corporate thinking over volunteer generosity, so that once again dedicated volunteers who give their time out of charity and love of their task are being subjected to a relentless quest for them to espouse professional standards. This seems a slightly inappropriate attitude for the Church, which would otherwise profess to need all the volunteer assistance it can get.

It somehow brings to mind another charitable organisation of my acquaintance.

### **Mallard.**

(You are probably unfamiliar with Mallard, a rather grumpy duck who occasionally appeared in the Leeds Group newsletter usually moaning about some quirk of motoring life.)

## **WE URGENTLY NEED MORE OBSERVERS - DO YOU HAVE WHAT IT TAKES?**

You must have the ability to pass on knowledge in a patient and professional manner and have a real interest in raising the standard of driving in others.

The post of observer is a very rewarding one. All it requires is a few hours of your time. It is also a very good way of maintaining your standard, because whilst advising, you are constantly aware of both your own driving techniques and those in others. There is no financial cost to observers, but it enables you to give something back to your group in return for what has been done for you.

**Becoming an Observer is not for the faint-hearted.** It is not something that everyone is able to do, but, if you are at all interested, contact our chief observer David Stringer.

# And Finally.....

Scientists at Roll Royce built a gun specifically to launch dead chickens at the windshields of airliners, and military jets, all travelling at maximum velocity.

The idea is to simulate the frequent incidents of collisions with airborne fowl to test the strength of the windshields.

American engineers heard about the gun and were eager to test it on the windshields of their new high speed trains.

Arrangements were made, and a gun was sent to the American engineers.

When the gun was fired, the engineers stood shocked as the chicken hurled out of the barrel, crashed into the shatterproof shield, smashed it to smithereens, blasted through the control console, snapped the engineer's back-rest in two and embedded itself in the back wall of the cabin, like an arrow shot from a bow.

The horrified Yanks sent Rolls Royce the disastrous results of the experiment, along with the designs of the windshield and begged the British scientists for suggestions.

You're going to love this.....

Rolls Royce responded with a one-line memo:

"Defrost the chicken."

.....

This months quiz is a slightly technical one

Virtually all cars these days are fitted with fuel injection instead of a carburettor as it allows better control of the fuel air mixture to reduce emissions and improve fuel consumption and performance but what was the first British manufactured production car to be fitted with fuel injection and when?

Answer next month.

## Your Committee

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

## URGENT REQUEST

We still need someone suitable to stand for the post of Group Secretary, if you would like to find out more please ask the Chairman or Vice Chairman at the meeting. The Group will be in unusual position of not having a Group Secretary and the Committee and the Group needs someone competent to take on that role as soon as possible. All of the Group's integrated processes are now in place and a full guide is available. Everything these days is electronic which helps with the time management side.

We also need a Speaker Secretary to organise the social meetings at the Manor Golf Club. To find out more contact the Chairman or Vice Chairman.