

ARE WE THERE YET?



Mid Yorkshire Advanced Motorists Newsletter

November 2019

iam
RoadSmart

Group Number 4178
Registered Charity Number 1053843





WHAT'S INCLUDED IN THIS MONTH'S ISSUE



- Page 3** **Forthcoming Gatherings and Events**
- Page 4** **From the Editor**
- Page 5-6** **Group Membership News**
5. Welcome, Congratulations
6. MYAM Online
- Page 5** **MOT Status and Recalls**
- Page 7** **Directions to the Carlton Social Club**
- Page 8** **October Meeting – Queensbury Tunnel**
- Page 9** **Problems with Electric Cars?**
- Page 10** **The Technology in Your Car – 8 The Automatic Gearbox**
- Page 11** **Autonomous Irony**
- Page 12** **The French Highway Code**
- Page 13** **IAM News Releases and Tips**
Watch Out for the Deer
- Page 14** **Quiz Night**
- Page 15** **And Finally.....**
This Month's Teaser and the Answer to Last Month's Teaser
- Page 16** **Your Committee Contact Details**



Cover Photo – Jowett Kestrel

Not as well known as the later Javelin model this 1934 Jowett Kestrel belongs to a friend of mine who has spent the last few years restoring it. The body and its 2 cylinder engine have been completed so it's just the interior to do now. He's taken it to several local classic car shows.

FORTHCOMING GATHERINGS AND EVENTS

28th October to 1st November	Pathfinder Yorkshire*	Driffield Airfield adjacent to Cadet Training Centre, YO25 9LH
Sunday 3rd November 9:30am – 12am	Sunday Driving Sessions Assessment runs for all Associates & Members	Sigma Ltd Alpine Court, Castleford, WF10 4TL
Monday 4th November 8pm	MYAM Social Evening David Stringer Winter Driving	Carlton Social Club Main Street Carlton WF3 3RW See page 7
Wednesday 13th November 8pm	WYAM Social Evening Stuart Holland Construction of the M62	Birkenshaw Liberal Club BD11 2HT
Sunday 17th November 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
Saturday 30th November	Ossett Christmas Lights Switch On	Town Hall Market Place Ossett WF5 8BE
Sunday 1st December 9:30am – 12am	Sunday Driving Sessions Assessment runs for all Associates & Members	Sigma Ltd Alpine Court, Castleford, WF10 4TL
Monday 2nd December 8pm	MYAM Social Evening Christmas Quiz and Buffet	Carlton Social 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.

*If you wish to help at this event or require further information please contact Ian Goring, Course Leader, on 01904 700489.

FROM THE EDITOR

While preparing this newsletter I was thinking I've got a couple of pages left to fill and wondering what I could fill them with when I received several emails with contributions. You can read a couple of them later in the newsletter but an email from Bruce Carlin follows on from the Technology in Your Car item in last month's newsletter where I mentioned that the Mini was not designed to have a radio as Alec Issigonis didn't like them. Bruce's email expands on that by saying the designer of McLaren F1 supercar, Gordon Murray, didn't make provision for a radio in the car as he reckoned that as there was nothing worth listening to on the radio why fit one. If I ever get one I'll remember that!

You will notice that in the Forthcoming Events I've added the WYAM meeting on 13th November. We have an open invitation to attend any of the Motorcyclists meeting and we welcome any of their members to our meetings

At the last committee meeting David Rushfirth informed us that 68 members had signed up for Gift Aid. Well make that 69 as I've just signed up. It only took a couple of minutes. If you haven't signed up you should have had an email from David. There's more information in the July newsletter, which is also available on the MYAM website. You can sign up for Gift Aid for as many organisations as you wish. I've done it for many attractions we've visited. It costs nothing but the organisations can benefit from an extra 25% of the entrance fee or your subscription.

It's a small world as was demonstrated a few weeks ago when we were returning from holiday and we got talking to one of our fellow holidaymakers on the bus taking us from the aircraft to the terminal and it turned out she lived about half a mile from us. It's not the first time it's happened as about 25 years ago we discovered a couple on the same holiday as us lived at the opposite end of the village. Again we only discovered this as we were about to board the plane to return to the UK. Has this ever happened to you?

Keith

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

GROUP MEMBERSHIP NEWS

Welcome to the Group

New Associates

**Shareen Akhtar, John Horton, Robert Moorhouse,
Ann Porter, Scott Rankin**

Congratulations

On passing the Advanced Test

Paul Semple - Observer David Rockliff

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MOT Status and Recalls

With many cars being affected by recalls for various safety issues here are a couple of websites where you can check if your car is subject to a recall.

This site allows you to enter your registration number and it will tell you when the MOT is due and if there are any recalls for the car

https://www.check-mot.service.gov.uk/?_ga=2.238418947.2018773683.1569229258-1088242215.1568918493

This site allows you to check for recalls for any vehicle and for recalls for any other equipment such as tyres or car seats

<https://www.check-vehicle-recalls.service.gov.uk/recall-type>

MYAM Online



WEB SITE Our website is packed full of information and is the go to place for everything you need to know about our events, courses, meetings and news about us as a Group. How about copies of the newsletter going back a few years.

Need to know who the Committee are or see our Observer team? We are all on there.

See us at www.iamroadsmart.com/groups/midyorkshire

We are adding to the content all the time so keep dropping in to see what we are doing.



FACEBOOK provides details of events and local news. Go and visit www.facebook.com/midyorkshireiam and like our page.

How about inviting a few of your Facebook friends to like our page too. It helps getting our name out there.

The Group Telephone number is 0113 314 9969

Data Protection – Privacy Notice (GDPR)

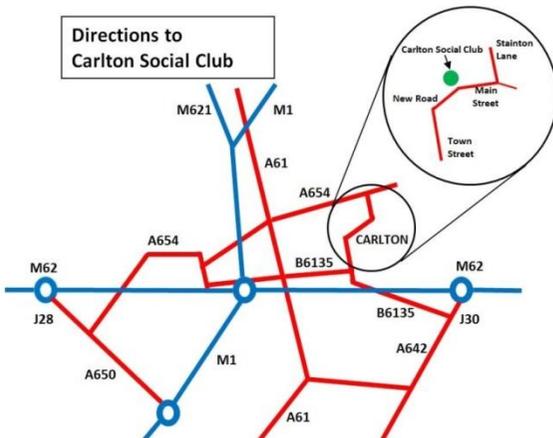
Mid Yorkshire Advanced Motorists (MYAM) is committed to looking after the information that it holds on behalf of its members in a way that complies with the General Data Protection Regulations (GDPR).

MYAM has a legitimate interest in keeping sufficient personal information to communicate with its members and other local people with an interest in road safety, and to permit the renewal of subscriptions. A member can ask to see a copy of their personal information, correct any errors and ask for all or part of it to be deleted.

MYAM is affiliated to the Institute of Advanced Motorists (IAM) and will use a member's information to support them if and when they are assessed by IAM. MYAM will also ensure that any data shared with IAM is accurate. We will not share your details with anybody else.

Directions to the Carlton Social Club

Main Street, Carlton, Wakefield WF3 3RW



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

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

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

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

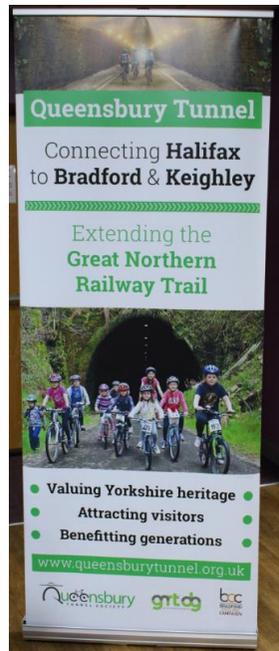
October Meeting - Queensbury Tunnel

In the August newsletter I mentioned the Queensbury railway tunnel and the campaign to stop Highways England's Historic Railways Estate (HRE) abandoning the tunnel, filling the entrances with concrete and allowing the tunnel to collapse over time. For our October meeting our speaker was Norah McWilliam, leader of the Queensbury Tunnel Society, who told us of the history of the tunnel and the campaign to keep it open.

The tunnel forms part of a railway connecting Halifax with Keighley forming a triangular junction with the Bradford & Thornton railway at Queensbury. It was built between May 1874 and July 1878. There were many problems with the construction mainly with water ingress. Eight construction shafts were originally proposed but only seven were actually built and two had to be abandoned because of water. These problems caused the construction to overrun. The tunnel was finally opened to freight in October 1878 with passenger services introduced in December 1879. Passenger services were withdrawn in May 1955 with freight services being withdrawn the following year.

Since then the tunnel has effectively been left to decay and HRE has applied to Bradford Council for planning permission to fill the entrances with concrete but the Queensbury Tunnel Society has proposed an alternative use for the tunnel by converting it into a cycleway between Bradford and Halifax and ultimately linking it with the Great Northern Railway Trail.

Work is ongoing by HRE in preparation for the abandonment but ironically because of the failure to pay £50 per annum rent, access to the southern entrance is not possible so they are having to repair the tunnel in order to make it safe for them to access the southern entrance from the northern entrance so it can be filled in. This is making the cost of repairing the tunnel for the proposed cycleway lower. The cost of abandoning the tunnel is estimated at £6 million which would be funded by us, the taxpayers, but the cost of repairing the tunnel is £6.9 million according to a Bradford MDC study. Abandonment would bring no public benefit but it is estimated that the benefit of the tunnel being open would bring in £2.31 for every £1 spent and it would fit in with the council plans to



encourage cycling. And here's a thought wouldn't it be a great stage for the Tour de Yorkshire? It would also be the longest cycle tunnel in the UK at 2501 yards (2287metres).

There are many instances of tunnels in other parts of the country being repurposed as cycling routes and the Victorian Society have put the tunnel on it on their top ten list of most endangered buildings for 2019.

For more information see the Queensbury Tunnel website or their facebook page.

<http://www.queensburytunnel.org.uk/>

<https://www.facebook.com/queensburytunnel/>

I know that several members have already objected but should you wish to object to the plans to infill the tunnel please see.

www.tiny.cc/TunnelPlans

For more information on the Great Northern Trail see

<https://www.sustrans.org.uk/find-a-route-on-the-national-cycle-network/great-northern-railway-trail/>

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Problems with Electric Cars?

I recently caught part of a Rip Off Britain programme where they were investigating some of the problems associated with electric cars. One was the range. The manufacturers will quote a range based on a series of standard tests comparable to those for fuel consumption for petrol and diesel cars. In practice the range achieved falls short of the published figures just like the mpg figures for petrol and diesel cars. What the tests don't tell you is that they were conducted with the air conditioning and other energy consuming items turned off meaning the real life range was significantly lower than the quoted range.

Another major problem was with charging the car and the compatibility, or not, of the charging points. In one case a charging point had two connections but only one could be used at a time. Another problem with charging was that an account was needed to be able to use the charging point. An example was given by someone who drove from the South West back to Halifax and had to create four separate accounts to be able to charge his car. He also had to search for compatible charging points making many diversions in order to find one that would work with his car. The journey took him around eleven hours. Google maps estimates the journey time from Exeter to Halifax at around five hours.

Now I am not against electric cars but there still appear to be many obstacles to be overcome before they can completely replace the internal combustion engine.

The Technology in Your Car – 8 The Automatic Gearbox

The power output and torque of petrol and diesel engines at idling is usually low, rising as the engine speed increases peaking at around 6000rpm. This means that to start the car moving the engine speed has to be high but the top speed would then be limited or the engine would be revving at an incredible speed at get the car moving at any reasonable speed. The solution is a gear box between the engine and the driving wheels with different ratios to ensure the engine is running at its optimum speed for the required road speed. Most early cars had a manually operated gearbox with three gears, plus reverse, then progressed to four gears, five and now many cars have six speed manual gearboxes.

As an alternative to manually changing gears, and not always getting it right, the automatic gearbox was developed. Development started in the 1930s in the USA and by the late 1940s automatic gearboxes were being offered as options on US cars. Now most US cars have automatic gearboxes with a few having a “stick shift”. Over in Europe we tended to stick with manual gearboxes but many more cars are now being fitted with an auto box either as standard or as an option. So how does the automatic gearbox work?

Early automatic gearboxes replaced the clutch with a torque converter and used a complex system of hydraulic controls to select the gear ratio based on the road speed, engine speed and load on the engine. Typically the gearboxes had three forward gear ratios plus reverse. They were generally less efficient than manual gearboxes with a higher fuel consumption than an equivalent car with a manual gearbox.



Manual or Automatic

An alternative system was developed by DAF and used in their cars and in some Volvos following their takeover of the company was the Continuously Variable Transmission (CVT). In this gearbox the drive was transmitted via a belt and two pulleys which had variable diameters which depended on the loading and the road and engine speeds. One characteristic of this type of transmission was that the engine speed rose as the car accelerated then fell as the pulleys adjusted themselves to the new road speed. Ford also used this gearbox in some of their cars.

Early in the 21st century a new type of automatic gearbox was developed, the Direct Shift Gearbox (DSG). This is effectively two gearboxes, one having the odd numbered gears and the other having the even numbered gears. It is then possible to preselect the next gear, either up or down, with the changes being made faster than a manual gearbox. The gearbox is controlled by an Electronic Control unit which is linked to the engine management unit to ensure the changes occur at the optimum point. With these gearboxes it is also possible to have a manual option with so called “flappy paddles” on the steering column to change gear. They are more efficient than the earlier auto boxes and can be more fuel efficient than an equivalent car with a manual gearbox.

Autonomous Irony

A couple of years ago I wrote in the newsletter on the subject of autonomous vehicles. My comments centred on our family vehicles, ranging in age from 3 to 30 and the way progress, for want of a better word, had impinged upon the driver. My feeling at that time was that there were times when the vehicle was almost fighting back, trying to do what it wanted rather than what I wanted. We have reached a truce in these matters, for I now anticipate when I want it all my way and set the car to take my commands without question. At its simplest, I take manual control of the automatic gearbox so that the car doesn't change gear during a particular manoeuvre, for example.

I know you all read the RoadSmart magazine from cover to cover (don't you?) and consequently you read Richard Gladman's article 'Don't Switch Off' on the very last page of the recent issue. Richard's theme was much the same as mine, that he preferred a situation where the active safety systems were very much in the background, allowing you to drive the car without hindrance until they are needed. Active cruise control, active lane keeping assistance, and automatic emergency braking are fine as aids, but can be an annoyance as systems. For that reason he was making the very sensible point that we should not switch off at a personal level. These aids are fine as long as you know they are there and will not interfere with the decisions you make. All three will work excellently if you do switch off and thereby put yourself in danger.

A few days before RoadSmart dropped on my doormat, a telling newspaper article considered the further advance of technology to autonomous vehicles, driverless cars, no less. Here the idea is that the driver is switched off and the car does it all. I am sure I need not remind you of the wonders of electronic technology. You will have experienced it to the bounds of frustration in your laptop, tablet or smartphone. For all that, those within the industry who are perpetually seeking the next great idea that will become the guiding light of our lives never fail to hold back on the hype. Autonomous cars are no exception. By 2025 we will all be driving one. They will be legal on roads across the world. A moment of reflection on the speed of change demonstrated by government in this country may make you think 2125 might be a more realistic forecast. It is also obvious that the capacity to build sufficient new cars to achieve their objectives simply does not exist!

We are all aware that road situations are infinitely variable, and that there is no fixed panacea for what to do in any particular one. Advanced driving is therefore essentially tool box of methods; it is up to driver experience and wisdom to use it to solve each problem as it arises. Autonomous cars will have to work in a similar manner, starting from a basic set of skills, contained in the operating software, and building upon practical experience. It's just that artificial intelligence that is gaining experience rather than human brain power. The trouble is that, just as in the case of humans, the skills don't transfer from country to country quite as easily. This is a little more important than it may first appear, because the programmer building the software may have experience of driving at home to draw upon, but may not have experience of foreign lands in which the software may be used.

Think of the USA and the UK. Without going into the differences in rules, the very road systems are different. American roads tend to be straighter. Towns are laid out on a grid system. Streets are wide, allowing a full road width and room for parked cars. Roundabouts are rare. Compare that with the UK where our country lanes often seem to have been laid out by a drunk, so random are the corners. Urban streets can be narrow, with cars parked on both sides, leaving a single, central lane. Richard Gladman notes that automatic emergency braking can stop the car when faced with a parked vehicle, even if there is no need to do so. And, of course, there is the other potential major problem with autonomous vehicle systems. Will a system developed in America to drive on the right adapt to the UK where we drive on the left? I imagine you are by now seeing why the difficulties involved in this technology make any prospect of having fleets of driverless cars using our roads by 2025 somewhat remote.

To take one aspect of driving at random, good positioning is something we teach our associates, and is a skill that develops with time and experience, for example on a road with no centre line. Human drivers rely heavily on the actions of other cars to make decisions, in particular on indicator signals which apparently fox autonomous vehicles. Poor weather can also introduce confusion. The list of factors to take account of is endless.

The answer may apparently lie in taking the cars out on the road, with a human driver in control, so that the car observes the driver's behaviour and technique and learns how to drive. Surely this amounts to a wonderful irony, in that we have to instruct autonomous vehicles as we do humans. Maybe the observer doing a demonstration drive will live on!

Mallard

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The French Highway Code

I received this email from Frank Riley about the French Highway Code.

I wonder if all IAM members are familiar with the French Highway Code – “Code de la Route” (price €9.90, but it can be bought cheaper on Amazon)? It is very similar in layout to our Highway Code, and my copy includes lots of teasing quiz photographs borrowed from the official French driving test. Anybody with a little basic French will be able to follow it easily. I bought it this summer because a question I wanted an answer to was - is it permissible to cross a continuous white line to overtake a cyclist going at 25 m.p.h? I was also interested to know how French drivers are taught to negotiate roundabouts! A good holiday read next time you are in France.



Do you have any experience of other countries Highway Codes?

Watch Out for the Deer

Recently we published some tips about 'how to safely pass horses on the road', but what other animals may you encounter on your journey?

Observation and anticipation are key to all sound decisions you make whilst driving, and how to avoid animals is no different. IAM RoadSmart's head of driving and riding standards, Richard Gladman, has put together some tips to keep you safe when driving through deer territory.

Collisions with deer are statistically higher during the autumn months due to this being their mating season. According to [Govuk](#), deer are at a higher risk between sunset to midnight, also the hours before and after sunrise. October through to December is considered a high-risk period.

If you see deer (or other wild animal) warning signs, be sure to slow down and be on high alert. It is likely they will cross the road in this area.

Deer are herd animals so if you see one, it's likely there are more. Stay vigilant, if one steps out in front of your car, more may follow.

Be prepared to stop and try to warn following drivers with early brake lights or hazards.

Try not to swerve to avoid hitting deer – you may drive into a ditch or oncoming traffic. You will most likely brake hard to avoid colliding with an animal, be aware that the traffic behind may not be as alert as you.

What to do if you've hit a deer or see an injured animal on the roadside:

Drive to a safe place and pull over.

Call the police to alert them of the animal and be precise about where it's located.

Do not approach the animal - it may cause further injury or another accident.

Richard Gladman said: "A collision with any animal is unpleasant and we should make every effort to avoid this. A collision with something as large as a deer will be catastrophic. It will likely cause injury to vehicle occupants and itself. It will definitely

cause damage to your vehicle - even if it's as small as a Muntjac. Slow down a little and remember we are sharing the wildlife's habitat and not the other way around."

If you've had a collision that has knocked your confidence, our assessments and [advanced courses](#) can help you gain that confidence back.

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A former work colleague of mine had the misfortune to hit a deer with his car. It made quite a mess and ruined his holiday. He wasn't having much luck with that car, a D reg Vauxhall Cavalier, as he'd had several accidents in it. I think he was trying to get a new car by stealth by getting new parts fitted after each accident!

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Quiz Night

Inter Club

{Classic } Winter

Quiz 2019/2020 Held at



Horbury Working Men's Club Cluntergate Horbury. Running this year from October to March during the quieter winter months. Proving very popular with seven clubs currently attending with a usual turnout of between 70 to a 100 members enjoying the quiz and fun filled evening. We also have a show of hands for those who enjoy a Pie & Pea supper which is usually laid on for us. With the quiz masters unusual delivery of the questions all being very variable with general knowledge including motoring /car related questions..also featuring "The Cars the Star"... "Who's That?" celebrity quiz etc .. The winners are in competition for the monthly trophy and the "Grand Master Trophy at the end of the season .

We are please to note any proceeds left over at the end of the season are donated to a chosen charity by the quiz members....**If your Car Club would like to join us in this winter merriment or for more information please contact the organisers ?? :-**

Mr Tony Lucas on 01924 375786

Mr Roland Crosby on 01924 825866

We have received this invitation to participate in an Inter Club Quiz at Horbury Working Men's Club.

The committee have discussed this but are all too busy to organise a team so would anyone like to organise a team and represent the group at the quiz?

The quiz starts at 8pm and takes place on the last Monday of the month, the first being on October 28th with further quizzes on 25th November, 27th January, 24th February and the final quiz on 30th March.

If you are interested you can contact the organisers by phone only as they do not have email.

And Finally.....

These are from a book called Disorder in the Court. These are things people actually said in court, word for word, taken down and now published by court reporters - who had the torment of staying calm while these exchanges were actually taking place!!!

- Q. This myasthenia gravis, does it affect your memory at all?
A. Yes.
Q. And in what way does it affect your memory?
A. I forget.
Q. You forget? Can you give us an example of something that you've forgotten?
Q. Doctor, how many autopsies have you performed on dead people?
A. All my autopsies are performed on dead people
Q. Doctor, before you performed the autopsy, did you check for a pulse?
A. No
Q. Did you check for blood pressure?
A. No.
Q. Did you check for breathing?
A. No.
Q. So then it is possible that the patient was alive when you began the autopsy?
A. No
Q. How can you be sure, Doctor?
A. Because his brain was sitting on my desk in a jar.
Q. But could the patient have still been alive, nevertheless?
A. Yes, it is possible that he could have been alive and practising law somewhere.

This Month's Teaser

Which car has the longest production run in the UK?

Last Month's Teaser

Last month I asked. "Who was Paddy Hopkirks Co-driver for the 1964 Monte Carlo Rally?". It was Henry Liddon.

Your Committee

Chairman	Janice Haigh		myam.chairman(at)outlook.com
Secretary	Paul Macro		myam.secretary(at)outlook.com
Treasurer	Rosie Bricis	0113 2534528	myam.treasurer(at)outlook.com
Membership Secretary	David Rushfirth	01924 211510 07966 134045 Contact after 5pm	myam.membership(at)outlook.com
Youth Liaison	David Speight		
Speaker Secretary	Position vacant		
Events Manager	Alan Jones	07714 444595	alan.j909(at)btinternet.com
Website	David Rushfirth	See above	myam.webmaster(at)outlook.com
Newsletter Editor	Keith Wevill	01274 815281	myam.newsletter(at)outlook.com
Chief Observer	David Rushfirth	See above	myam.webmaster(at)outlook.com
GDPR Manager	David Rockliff		

Due to computer hacking and high levels of spamming we have had to remove the hyperlinks to our e-mail addresses and have replaced the @ symbol with (at) so you will need to retype the address in the correct e-mail format, i.e. replace (at) with @, with no spaces.

URGENT REQUEST

We are still in need of a Speaker Secretary to organise the speakers for our monthly meetings. Please contact any member of the committee if you are interested this position.