

# ARE WE THERE YET?

Mid Yorkshire Advanced Motorists Newsletter

February 2023

**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 7**                    **Directions to the Birkenshaw Liberal Club**
- Page 8**                    **Is The Future Really Electric?**
- Page 11**                 **A Blast From The Past**
- Page 12**                 **IAM News Releases and Tips**  
Safety driving tips for winter weather conditions
- Page 13**                 **From the Chairman - Happy New Year 2023**
- Page 15**                 **And Finally.....**  
This Month's Teaser and the Answer to Last Month's Teaser
- Page 16**                 **Your Committee Contact Details**

### **Cover Photo – Honister Pass Cumbria**



Taken near to the Honister Slate Mine and tourist attraction, the Honister Pass on the B5289 links Borrowdale to Gatesgarth at the southern end of Buttermere. It reaches a height of 1167ft (356m) above sea level and has gradients of up to 1 in 4 making it an interesting and scenic road to drive.

## Forthcoming Gatherings and Events

**Monday 6th  
February 2023  
8pm**

**MYAM Social Evening  
Dashcams  
Keith Wevill**

Birkenshaw Liberal Club  
10 Croft Street  
Birkenshaw, BD11 2HT

**Monday 6th  
March 2023  
8pm**

**MYAM Social Evening  
Alison Wright from  
The Wright Will  
Company**

Birkenshaw Liberal Club

**Monday 3rd  
April  
8pm**

**Paul Haywards  
Train Journey**

Birkenshaw Liberal Club

**Monday 6th  
June  
8pm**

**MYAM AGM  
and buffet**

Birkenshaw Liberal 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 interesting talks on a variety of topics, sharing our skills with other serious drivers and keeping up-to-date on club and driving matters.

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Our March meeting is a return visit by Alison Wright, who runs the Wright Will Company. Alison last visited us in March 2019 when she went through the process of making a will and setting up Lasting Powers of Attorney to ensure your estate is distributed how you want it to be. This time she will be updating us with recent changes in the laws regarding inheritance.

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### **Mirror, Signal, Manoeuvre**

I'm sure most of you will remember the old Mirror, Signal, Manoeuvre from driving lessons back in the 60s & 70s. Quite often people appeared to be doing the reverse – perform the Manoeuvre, Signal to tell people what you've just done, then look in the Mirror to see what confusion you've caused!

## From the Editor

Christmas is over, all the turkey has gone and we've just had the first snow of the year. Fortunately there wasn't that much snow here and we could easily get out of our road. It's a far cry from the Big Freeze of 60 years ago. I was still at primary school but had no problems getting there as we lived about 400 yards from the school. Virtually all the pupils walked to school as cars were few and far between. Unlike today when I have to contend with rows of parked cars near two of the schools in the area when I take our grandson the 5 miles to his school. I normally park at my daughter's house and we then walk the 700 yards to the school unlike many of the pupils at the school.

The cold weather has given me the opportunity to use one of the features of the car, a heated windscreen. Ever since I heard about them being fitted to some Fords in the 1980s I've wanted a car with one. We've now had four cars with them and they are one of the best features, or options, ever fitted in my opinion.

The committee is working hard to arrange speakers for our social meetings and for our next meeting on February 6th I have volunteered to talk about dashcams (an Idiots Guide to Dashcams was Janice's suggested title!) I'm aiming to talk about how they work, how to set them up and how to retrieve the video footage from them and finally I've put together a selection of clips from my dashcam of some interesting incidents I've witnessed.

If you have any suggestions for speakers or know of anyone who can provide a talk, not necessarily motoring related, please let one of the committee know and we will see if we can arrange a speaker.

**Keith**

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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.

### 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.

**GROUP MEMBERSHIP NEWS**

# **Welcome to the Group**

No new members this month

# **Congratulations**

On passing the Advanced Test

Anne Cooper - Observer Stuart Symons



**Does this count as parking on double yellow lines?**

# 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](http://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](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.



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

**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 Birkenshaw Liberal Club

10 Croft Street, Birkenshaw, Bradford, BD11 2HT



From the M62 West leave at Junction 26 and take the A58 towards Leeds. At the second roundabout turn left into Bradford Road (A651) after about 700yds by the George pub, turn right into Town Street. Croft Street is approximately 60yds from the junction (top photo left) but to avoid the potholes carry on up Town Street and turn right into Old Lane. After approximately 100yds turn right into Croft Street (middle picture left between the car and the house next to it).



From Bradford follow the A650. Turn right onto the A651 at the traffic lights just before Tong Academy. Then just after the George pub turn left into Town Street and follow the previous directions.



From the M62 junction 27, take the A650. Turn left onto the A58. After approximately ½ mile turn right into Old Lane After approximately 550yds turn left into Croft Street (bottom picture left).

There is a large car park and the entrance is down the right hand side of the club as shown in the top picture.

Our meetings are held in the function room.

## Is The Future Really Electric?

I don't think this was covered in any great detail on the TV news but it was all over the papers and online news, electric cars queuing at service stations to use the chargers. Tesla drivers were waiting up to three hours at Tebay services on the M6 to charge their cars. This was also the situation at several other service stations, electric cars having to wait sometimes for hours to charge in order to continue their journeys. Often it was made worse by having their families with them. In some cases the situation was made worse with just a single charger available.



Another report came from a driver who drove from North London to Bromsgrove in the Midlands to visit her 86 year old mother-in-law, a journey of 120 miles taking around 2 hours in their previous car. Their Nissan Leaf had a range of 160 miles but at 70mph it was nearer 100 miles and with the cold weather the range was even less. A charging stop had been planned making the journey nearer 3 hours. However arriving at the planned stop at Oxford services one of the chargers was broken and 3 cars were waiting at the working charger. Fortunately for them their car used a different connector which was free but two of the waiting cars were blocking access to it. They managed to start charging but this stopped when another driver plugged their car into the charger. Arriving at Bromsgrove the charge state was low so they had to search for a local charger. On the return journey it was snowing so they put the heating on realising they would have to stop at Oxford to recharge but had to wait an hour before they could start charging. Their homeward journey which would have taken 2 hours in an petrol or diesel car ended up taking 5½ hours. Her comment in the article was “The electric dream is becoming a nightmare because of high demand for the chargers and poor maintenance of them. Now it feels a cash-strapped government has lost the drive and will to provide much-needed support.” And finally “Personally, I’ll give it a year and, if it’s still this bad, I’ll be borrowing a petrol car to go and see Grandma.”

Another EV owner just uses his EV for local journeys and has a Land Rover Discovery for longer journeys saying “The EV is perfect for local journeys, the school run and shopping” and “But returning from a family holiday over the festive holidays up in rural Scotland I was so thankful to have our trusty Land Rover Discovery 4, as a quick pit stop at Tebay Services I was welcomed by the sight of the queue of 23 Tesla drivers waiting with 8 charging, a LOT of very unhappy Tesla drivers.

There was also another report of drivers being fined for overstaying the maximum parking time while waiting for a vacant charger!



There was also a comment that the National Grid would not be able to generate enough power for the chargers and that the power would not necessarily come from wind or solar sources.

Yet another report stated that “Almost half of all UK homes unsuitable for electric car chargers.” Those without garages, driveways or dedicated parking space may see themselves excluded from making the transition to electric vehicles.

Those drivers would have to rely on public chargers which cost more per kWh than charging with a home charger. Also the VAT is higher on public charging than on home charging making it possible that it costs more to run an electric car than a diesel car.

Range anxiety is another worry for EV owners. Perhaps not the actual range but planning to use a specific charging station only to find it is occupied or out of order and having to find another public charger and having to download another app and set up an account with a different company to be able to use their charge network.

I found a series of videos, (links below) on Youtube from reviewer Petrol Ped which I found very interesting and informative. In the first two he deals with the problems of owning an EV with no home charging facilities and in the third one he takes a journey in an MG EV and encounters many of the problems with long journeys and short range.

It's also worth reading the comments on the videos.

[It's now cheaper to run a Diesel than an EV ! \[Must know numbers for EV ownership\] - YouTube](#)

[The reality of living with an EV that nobody talks about !! - YouTube](#)

[MG ZS EV Review! Cold weather range test GONE WRONG! - YouTube](#)

In the second video he mentions the problem I mentioned earlier of the electricity supply but in this case if everyone in a street had a charger fitted and used it simultaneously the supply cabling would not be able to cope with the load and the system would shut down. This may be one reason why there are limited chargers at service stations. The power demand from say 6 superchargers could exceed the rating of the supply cables to the service station. It could be the case of having one supercharger or six normal chargers. The power demand would be roughly the same and would be able to charge more cars BUT they would take longer to charge meaning the number of EVs able to be charged per hour would remain the same and there would still be queues at peak times.

I also found another video where the presenter looks at many of the issues with electric vehicles and emissions. I think there is a lot of truth in what he says.

[EV sales jumped in December to 33% of total new car sales. Here's why I think there's trouble ahead - YouTube](#)

One of the questions he asks is who is doing better for reducing CO<sub>2</sub> emissions, the driver who runs a diesel car for ten or more years or the driver who buys an EV and changes it every three years, based on the CO<sub>2</sub> produced in the manufacturing process?

This brings me to another point, not everyone can afford to buy a new car, petrol/diesel or electric. Probably the majority of car drivers have to buy secondhand at a fraction of the price of a new car. Modern cars are lasting longer, just take a look at the number of cars on the road without Daytime Running Lights. These were made compulsory in 2011 but there are still many pre 2011 cars on the roads and many are still in good condition and are still viable forms of transport. Would a ten year old electric car still be viable? We shall have to wait to see but as I've said before an electric car with a failing battery is probably going to be worth very little as the cost of replacing the battery outside the warranty period will render the car beyond economic repair which also begs the question would a replacement battery still be available under warranty if the car was 9 years old?

In another report the UK chief executive of Kia, one of the biggest global brands, said the company had no plans to introduce a mass market electric vehicle to the market and that affordable small electric cars are not commercially viable due to the high cost of batteries. Currently there are only three sub £30,000 electric cars on the UK market. Of course one way to reduce the cost of an electric car is to reduce the size, and hence the capacity, of the battery. This may seem to be an answer but the range of these reduced battery cars would be significantly reduced, meaning more frequent charging or just using them for short round town journeys and using alternative means to travel longer distances.

There is also the problem of charging electric cars. As mentioned earlier not every home is suitable for home charging. Ask a charger fitter to fit a charger when you live on the 10th floor of a block of flats! Those people who do not have home chargers are at the mercy of the charging network which by all accounts is a mess and it could cost more to run an electric vehicle using the public network than to run a petrol or diesel car. The payment method for charging must be simplified, just being able to use a credit or debit card to pay for charging, as you can when refuelling a petrol or diesel car, and not having to download an app and create an account with many different companies. Also every charger MUST be available for every user so the Tesla network has to be available to all EV users. Only legislation will solve this issue.

One further point, battery technology is changing and there is the possibility that the existing batteries, and possibly the charging network, will become obsolete or need a significant update in the future and what about hydrogen? It would be quicker to fill up and could be used with either an internal combustion engine or an electric motor via a fuel cell. The only emission from either option would be water/water vapour, which incidentally is also a greenhouse gas. So is hydrogen the answer?

Just after I finished this article I found these two news items which are also worth reading.

[Are electric cars expensive to charge? We test Volvo in 350-mile Top Gear-style challenge \(msn.com\)](#)

[How the energy crisis ran electric cars off the road \(msn.com\)](#)

So are you going to change to drive an electric car?

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## A Blast From The Past

A few weeks ago I was watching a programme on TV about Scotland's Lost Islands one of which was St Kilda. I was reminded of the time I visited the island back in 1983. I was working for the Marine Science Labs, part of the University at Bangor, at the time and we were on a data gathering cruise around the west coast of Scotland and after sailing around the islands had the opportunity to make a quick visit to the island which had been abandoned by its inhabitants in the 1930s. We arrived just as members of the National Trust for Scotland were leaving. They had spent something like 24 hours in a fishing boat from Oban to spend a couple of weeks dry stone walling on the island then 24 hours in a boat back to the mainland. We just turned up and spent a couple of hours on the island which was OK as the weather wasn't too brilliant as you can see from the photo.



**Some of my colleagues outside one of the many abandoned buildings on the island**

the 1930s. We arrived just as members of the National Trust for Scotland were leaving. They had spent something like 24 hours in a fishing boat from Oban to spend a couple of weeks dry stone walling on the island then 24 hours in a boat back to the mainland. We just turned up and spent a couple of hours on the island which was OK as the weather wasn't too brilliant as you can see from the photo.

At the time there was an Army Radar station on the island and all you had to do was turn up, knock on the door and they'd open up the bar for you!

### Pothole Mayhem

The snow and heavy rain that many of us experienced over the last month have left behind a trail of destruction with potholes filling our roads. Before the snow had cleared, social media was flooded with pictures and complaints of bathtub-sized holes. All big enough to cause serious damage to motorists. It's estimated that it could cost more than £12 billion to fix the roads with potholes. But who is held responsible for repairing the damage?

Richard Gladman, Chief Examiner at IAM RoadSmart, has given his top tips on what you should do if you were to hit a pothole. As well as who may be responsible for the bill.

#### **Check for any damage**

When most of us are driving or riding we'll be surrounded by other vehicles. So it's important to mention that swerving an oncoming pothole can be incredibly dangerous.

If you hit a pothole, even at a low speed, it can cause damage to your vehicle. It's important you pull over when it's safe to do so to inspect any visible damage to your wheels and tyres. Also, listen out for any new noises your vehicle may be making. If you can't see any visible damage, and you believe it's safe, continue your journey. Keep checking to make sure your steering wheel remains centred and isn't pulling to one side.

If your vehicle doesn't seem right, get it booked into a garage as soon as possible.

#### **Report the pothole**

Even if you don't need to claim damages to your vehicle, you should always [report the pothole](#) as the next motorist to encounter it might not be as lucky. It's the duty of the local council to fix potholes on local roads. Whereas National Highways are responsible for motorways and A roads in England.

If you live in Wales then the roads are managed by Traffic Wales, in Scotland, it's My Gov Scotland, and in Northern Ireland, it'll be NI Direct Government Services. You can claim damage to your vehicle [here](#).

#### **Repair your vehicle**

With the cost-of-living crisis impacting many of us, it's always a good idea to get several quotes first if your vehicle needs a repair. Always remember to keep a copy of your invoices and receipts to support your claim.

### **Making a claim**

You may be able to claim compensation from the councils as they have a responsibility to fix large potholes if they know about them. It's their role to keep the roads safe for motorists. So make sure you write to the council and include as much detail as possible. You may wish to attach photographs of the pothole, the damage it caused, and remember to send copies of the invoices and receipts.

### **Richard Gladman said:**

"If you can safely avoid driving into a pothole then, of course, it will be better for you and your vehicle. But if you do have to then go through it as slowly as possible to avoid damage. Sometimes we do get caught out and the crash you hear and feel always sounds as if you have broken something. Check it is safe to continue and if you have any doubt at all then get it professionally checked. A damaged tyre will fail more readily at speed and damaged suspension will be putting extra stress on the whole car. If you do report a pothole it will make a possible claim easier for the next driver who encounters it. But more than that it may just get it repaired and prevent there being a next time."

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## **From the Chairman - Happy New Year 2023**

I do hope you had a good Yule/Christmas and that you have started the New Year well.

I am pleased to say we had a lovely meeting at our new venue at Birkenshaw in early December, and about 25 Members and Guests attended. Keith (our newsletter editor) had devised a mind-bending quiz, Alan had done a great job of getting prizes for the raffle (mainly thanks to the generosity of Halfords in Wakefield), and the Steward (Ben) at Birkenshaw Liberal Club had produced a superb buffet.

We are now in the process of lining up speakers for the early part of this year, and these will be announced in the forthcoming newsletters. So, please be sure to read your copy to find out what is happening. Amongst the subjects will be up-to-date information on wills and powers of attorney; how to set up, download, and master your dashcam (an idiot's guide for people like me!!); super train journeys; and the second installation of Graham's talk about buses. I am also hoping to invite an insurance broker to speak about adaptations to your car, property, etc., which may affect your insurance policy. Please remember that everyone is welcome to the social evenings, so please bring your partners and/or friends.

Keith will also be printing an up-to-date calendar, so that you are kept aware of the meeting dates throughout the year.

We usually hold the AGM in May, but this year we have decided to put it back to June, as there are already three public holidays in May. As usual, we will enjoy a buffet (catered by Ben, the Steward at the Birkenshaw Liberal Club) after the AGM, and, of course, guests will be very welcome to join us. I look forward to seeing as many Members, Associates, and guests as possible at the event. By the way, nomination papers for the Committee and the official notification of the AGM will be circulated with the newsletter nearer the time.

New nominations for the Committee are always welcome, so please put your name forward or offer yourself for election at the AGM.

In the meantime, your current Committee is working hard to ensure that the Group runs efficiently, that all aspects of Associate and Observer training are carried out; and that we offer enjoyable and informative social evenings.

Once again, I offer my heartfelt thanks to the Committee and our President for the help and support they have given me during the past two years whilst I have been dealing with a bad reaction to the Covid-19 vaccine.

I hope 2023 will be a better year for us all, and I look forward to seeing more members at the meetings throughout the year.

With very best wishes,

**Janice**



**Not 1963 but 2013 – a road near us blocked by snow**

# And Finally.....

A new supermarket opened near my house. It has an automatic water mister to keep the produce fresh. Just before it goes on, you hear the sound of distant thunder and the smell of fresh rain.

When you approach the milk cases, you hear cows mooing and experience the scent of fresh hay.

When you approach the egg case, you hear hens cluck and cackle, and the air is filled with the pleasing aroma of bacon and eggs frying.

The veggie department features the smell of fresh buttered corn.

I don't buy toilet paper there any more.

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## **This Month's Teaser**

2023 marks the 60th anniversary of the Big Freeze of 1962-63 but how many days did the Big Freeze last?

## **Last Month's Teaser**

Last month I asked "If you received all the gifts mentioned in the 12 Days of Christmas, how many birds would have by the 12th day?"

By the 12th day you would have 12 partridges (plus their trees), 22 turtle doves, 30 French hens, 36 calling birds, 42 geese (laying) and 42 swans making a total of 184 birds.

## Your Committee

Chairman	Janice Haigh		myam.chairman(at)outlook.com
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Youth Liaison	Position vacant		
Speaker Secretary	Position vacant		
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Committee member	Bob Rowles	01943 831976	bob.rowles(at)gmail.com
Committee member	Sally Lawrence		

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

## URGENT REQUEST

We are in need of Speaker secretary and a Minutes secretary for our committee meetings and someone to look after the Website. Please contact any member of the committee if you are interested in any of these positions.