

# ARE WE THERE YET?

Mid Yorkshire Advanced Motorists Newsletter

June 2022

**iam**

Group Number 4178  
Registered Charity Number 1053843





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### **Cover Photo – The Gros Horloge Rouen**

Located in an arch crossing the Rue du Gros-Horloge in Rouen in Normandy this is one of the oldest clocks in France having been originally built in 1389. The clock face measures about 2.5m diameter and also shows the phases of the moon and the days of the week.

## Forthcoming Gatherings and Events

**Monday 6th  
June  
8pm**

Sweden to New Zealand  
John & Iris Rhodes

Carlton Social Club  
Main Street  
Carlton WF3 3RW

**Monday 4th  
July  
8pm**

**TBD**

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 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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### Newsletter Distribution

As you are aware the newsletter is distributed to all our members by email. I normally aim to send it out about a week before the next social meeting, so this newsletter should be sent out over the last weekend in May. Occasionally I may have to delay sending it out due to holidays but if you do not receive a copy by the date of the social meeting please email me and I'll send you a copy. Please also ensure that your email address is up to date with our membership secretary.

There are a few members, however, who receive a printed copy by post. This is sent to the printers by David Rockliffe as soon as he receives his emailed copy. However there can be delays due to David or the printers being on holiday. This can delay the posting of the newsletter to those few members who may receive their copy after the date of the social meeting.

If you normally receive a printed copy and would like to change to a email copy please let our membership secretary know. One advantage of the email copy is that it is in glorious colour unlike the printed version which is in black and white!

## From the Editor

I have previously mentioned that, being retired, we are looking after our two grandsons while their parents go out to work. It's called free childcare! This involved picking up the elder one from nursery 3 days a week. No problem as I could walk to the nursery. He has now progressed to the nursery at the primary school he will be attending in a couple of years time but this has meant a few changes to our routine.

Our daughter drops them both off at 7am before going to work, we give them breakfast then I take the elder one to nursery by car as it's a 5 mile trip. This has allowed me to witness one of the worst aspects of morning traffic – The School Run. There are three schools on the route and the roads near the schools are chaotic around 8am and 3pm. Cars seem to be parked... no I tell a lie, they appear to be abandoned wherever there is a space with little consideration to the local residents or other road users. In the afternoon when I go to collect our grandson, cars are starting to be "abandoned" near the schools from early afternoon, presumably so that they can find a space. Then they sit there often with their engines running. Are these the people who complain about traffic pollution outside schools? At least when they are forced to go electric they will find out it's not advisable to sit there with the "engine" on in order to heat the interior or run the air con only to find they can't get home as the battery has died!

I have found it's easier to park at my daughter's house and walk, yes walk, the few hundred yards to the school. Even that is fraught with danger as we have to watch out for the cars trying to park as close to the school as they can so their little darlings don't have to walk too far.

It makes me wonder how I survived my early years at primary school. Admittedly we only lived about four hundred yards from the school but from an early age I walked to school on my own and looked after my younger brother when he started school. When I moved to the secondary school I went by bus all on my own. How times have changed.

**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

**Congratulations to Jeffrey Long who has passed his  
Fellow retest at the age of 90**

## Social Media

Do you use social media on a regular basis? Are you familiar with setting up and running social media accounts? If so you could be just the person we are looking for. As you may know MYAM has a presence on Facebook and we are looking for someone to look after our account and to keep our website up to date. If you think you can help us please let either our chairman Janice or secretary Paul know at the addresses on page 16.

## Fog

It's Monday morning and I'm about to take our grandson to his nursery, a 5 mile drive but there is thick fog so it's lights on and both front and rear fog lights on. Odd that I can't just turn the rear fog light on without turning on the front fog lights. It's rush hour and school run time so there is a lot of traffic on the road but how many have their fog lights, especially their rear fog light, on. Very few. I'd estimate less than 10% had their rear fog light on, as viewed via the door mirror on my car and there were a lot of cars driving on just their daytime running lights (DRL) with no tail lights on and a few that should have the DRLs on had no lights on at all.

Is it not an offence to drive in fog with no lights on?

# 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.

**Group Telephone number is 0113 314 9969**

## **Data Protection – Privacy Notice (GDPR)**

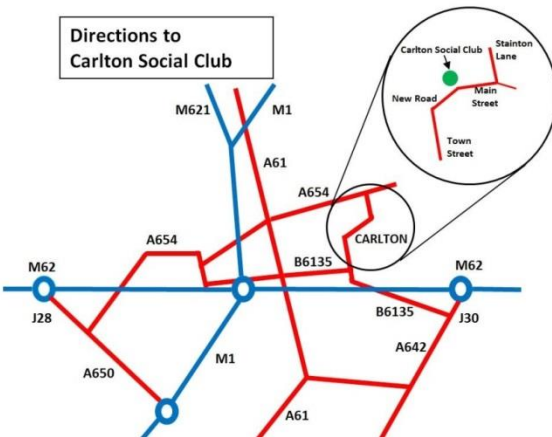
Mid Yorkshire Advanced Motorists (MYAM) is committed to looking after the information that it holds on behalf of its members in a way that complies with the General Data Protection Regulations (GDPR).

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.

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.

# May Meeting - MYAM AGM

Our 2022 AGM was introduced by David Stringer in his role as acting chairman. He explained that Janice was recovering and that he was only acting chairman until Janice was ready to take over and didn't want to take over the role permanently. With 21 members present the meeting was declared as quorate and could continue.

The previous AGM minutes were then adopted unanimously as were the EGM minutes from the EGM concerning the Skipton and Craven group being dissolved and its members and funds transferring to MYAM. The MYAM area now includes the area previously covered by the Skipton and Craven group.

The acting Chairman then gave his report which was mainly about our efforts on dealing with the large number of associates we have following the Covid pandemic. Janice then explained the reasons for the temporary change of chairman due to medical reasons but she was on the road to recovery. David was then re-appointed as group president although he said this would be his last year as president.

Paul then gave the Secretary's report followed by David Stringer summarising the Treasurer's report. We have now received the funds from the Skipton and Craven group meaning we are in a strong financial position. The treasurer's report was then adopted unanimously.

The Chief Observers report followed and is published on the next page. As Graham Crawshaw was unable to attend the Membership secretary's report summary was provided as a handout. Following the transfer of the Skipton members we now have a total of 339 members including 82 associates. The handout showed the membership distribution by postcode area indicating that we do cover a significantly large area.

As the existing Chairman, Secretary and Treasurer were all willing to stand again and there were no other nominations Janice, Paul and Rosie were unanimously re-elected unopposed. Bob Rowles was then elected to the committee and I was re-elected. Janice then addressed the members thanking them for their understanding of the reasons for her temporarily standing down.

As we are in a good financial position the subscriptions were to remain the same although authority was given to increase the subscription should it be necessary.

There being no other business the meeting was closed and the buffet opened.

**Keith**



## Chief Observer Report to the MYAM AGM – 9th May 2022

The focus of my report is on the MYAM Observer & Associate performance for the period of April 2021 – March 2022 and it's pleasing to be in a position to provide a more positive message compared my report to last year's AGM.

For the initial two months of the reporting period in 2021 we were still under lockdown restrictions and unable to provide Associate guidance sessions. Following the easing of a number of the restrictions in May 2021 we had a small number of Observers who recommenced Associate in car guidance alongside some peer-to-peer Observer training.

By late May/early June we had a further cohort of Observers return and entered the summer months with 14 Observers providing guidance to 20 Associates. We had a number of test passes at the end of last year and during the first quarter of this year.

In respect of Observers, I can report the following numbers as at the end of March 2022 for MYAM (exc. Skipton & Craven):

Local Observers – 12

National Observers – 4

National Observer (Local Observer Assessor) – 2

Trainee Observers – 4

Thanks in part must go to the Group President and acting Chairman, David Stringer, for re-engaging with a number of former Observers and bringing them back to help boost our overall numbers.

The primary Observer training was a training day held in September last year which generated a lot of interest and good feedback. Similar events are being planned for this year with an Observer meeting/forum hopefully early next month.

Turning to Associate numbers, as at the end of March we had 81 Associates with circa. 40% receiving guidance from an allocated Observer. The figure reported also includes Associates who joined us from the Skipton & Craven Group earlier this year.

In order for us to focus on the current Associate backlog, it was agreed with IAM RoadSmart at the beginning of March this year that no new Associates would be allocated to MYAM for a period of 3 months. This agreement is due to be re-visited shortly and may be extended depending on where our overall Associate numbers stand at that time.

Finally, it's great to welcome onboard the 4 Observers who have transferred from the former Skipton & Craven Group. I would especially like to thank Bob Rowles, the former

Chief Observer at Skipton Group, who has volunteered to continue overseeing his old observer team given the geographical area MYAM now covers. Bob is an excellent mentor and an asset to MYAM and I would like to thank him for his assistance and input to-date.

In closing, I would like to say a big thank you to all the Observers who have given up their time over the past year to assist the Group in its primary purposes of delivering the Advanced Driver Course to our Associates and thereby helping to improve road safety in the region.

**Chris Marrison – Chief Observer**

## **Pathfinder Yorkshire**

Another Pathfinder course was held over four days in Easter week at Tockwith.

We had 19 young students signed up for the course along with their parents in a variety of vehicle types. From a Fiesta, Transit van, Berlingo campervan to an Audi e-tron fully electric model.

Throughout the week the students learnt and practised -

- Core Driving Skills
- Driving and Road Safety Theory
- How to Deal with Peer Pressure
- Road Risk and Safety Practise
- Advanced Driving Appreciation
- Essential Car Control
- Manoeuvring
- Brake and Avoid
- Speed Awareness

We were lucky to have a visit from the North Yorkshire, Police, Fire and Crime Commissioner - Zoe Metcalfe, who was very impressed with the set up and stayed all morning, hopefully this will result in support, either financially or resources, for Pathfinder going forward.

York & North Yorkshire Safety Partnership came to give a talk and brought their display unit with them which was well attended.

We also had the DHL Foundation bring along their Talking TACS team (Trucks & Child Safety) along with their Volvo tractor unit and trailer to allow the students to see what it's like sitting in a lorry cab and what you can/can't see. This was a monster of a unit, 44 tonnes in total, the largest that is allowed on UK roads.



It took some climbing into....but I made it!!

The sun shone most of the week which was a bonus, the students all passed the course....everyone was tired with concentrating fully throughout the week but loads of smiling faces too.

Remember, Pathfinder covers all of Yorkshire, in fact one of the families was from Manchester and another from Wales, so if there is a teenager in your family then do get them signed up for the course, it is so worthwhile for their future driving.

More details can be found here [under17driver.co.uk](http://under17driver.co.uk) or contact Ian Goring - [ian.goring@btinternet.com](mailto:ian.goring@btinternet.com)

The next course runs over 4 days - 1st - 4th August.  
There will be a course in October - dates to follow.

**Lesley Pollard**

## Speed Limiters

In last month's newsletter David Stringer questioned the use of speed limiters being fitted to new cars. There are many questions as to how the technology works and its limitations.

There are two basic methods to detect the speed limits, one is by the use of GPS and a suitable database of the limits and the second is by using cameras to detect the speed limit signs. Each has advantages and disadvantages. As David said the database for a GPS based system has to be kept up to date. When it was first announced I think it was on a BBC programme that they said that the speed limits were downloaded via the GPS but this is not the case as it would be impossible to send data on the speed limit for every road in the world. All GPS does is locate your position on the surface of the earth. It is the software and database in the sat nav receiver that provides the map, road names and the speed limits. The database has to be updated regularly as roads and speed limits change frequently. The sat nav in my car has the capability to show the speed limit for the road but doesn't show the limit for every road. It can be updated but updates are available only around once a year and for earlier models are not free.

Camera based systems rely on being able to see the signs but how many times have we seen speed limit, and other, signs obscured by trees and other road signs. And if the sign is visible how many times have we seen the writing on the sign either faded beyond recognition or covered by moss or other growth. Would there be legislation to force the relevant authorities to ensure these signs are clearly visible at a distance of 100m? Also how would the speed limiter system know what the limit is if you had stopped in a 30 limit

(with no repeater signs) and some time later driven off, would it know you were still in a 30 limit?



**Obscured by signs and trees and what's the limit? Speed limit signs near me.  
Apologies for the poor quality but these were taken from my dash cam.**

The engineer in me can see flaws in both systems, how can a GPS based system cope with temporary speed limits or the overhead speed limit signs on motorways and, as I said above, how would a camera based system cope with illegible or obscured signs. Would vehicles need to be fitted with a combination of both systems?

Unfortunately these days we are heavily reliant on the software that runs this type of system which are only as good as the software and the skill of the software writers in their interpretation of the specification and also in the level of testing. I'm afraid that often "bugs" can remain hidden in the system until revealed by a particular set of circumstances unforeseen by the original specification. Many people would rely on a speed limiter to "keep them legal" but who is responsible if someone is convicted due to a bug in the system causing them to exceed the limit? I would guess it would be the driver.

These systems appeal to politicians who often have little knowledge of the technology and the real world technical issues involved. I suspect the legislation will also have "bugs" in it and will need to be challenged in the courts.

**Keith**

## **Working from Home**

I noticed the headline in one of the papers, no prizes for guessing which one, which stated that the prime minister had said that working from home doesn't work. Doesn't the P.M. work from his home in Downing Street?

# H.M. THE QUEEN'S JUBILEE AND BIRTHDAY 2022



## JEFFREY LONG MBE,

Veteran Para, now in his 91st Year will be walking  
**96** miles in honour of Her Majesty.

He will be sent off on his way at 12 noon  
Thursday 21st April 2022 from Centenary Square, Bradford.

by *The Lord Mayor, Cllr SHABIR HUSSAIN*

In aid of



Donate at:-

<https://www.justgiving.com/fundraising/jeffrey-long3>

In aid of



Donate at:-

<https://www.justgiving.com/fundraising/jeffrey-long96>

**For more information contact Jeffrey 01274 560780**

CUT.....

### DONATIONS BY POST

These can be made to Individual Charities, or if you want to support both,  
Cheques should be made out to J Long

Name.....Telephone No.....

Address.....Post Code.....

Donation.....Tick Gift Aid.....

**Please send to Jeffrey Long MBE, 19 Heather Court, Bingley, BD16 4BA**

### Going toot far... up to one in four drivers run the risk of fines for sounding their horn

An estimated eight million motorists in the UK are running the risk of fines of up to £1,000 each for sounding their vehicles horn inappropriately.

New research commissioned by the UK's largest independent road safety charity, IAM RoadSmart, has discovered that one in four (25 per cent) of the 1,000 drivers surveyed admitted they are likely to honk their horn at motorists driving too slow in front of them, while one in five (20 per cent) said that they have sounded their horn at learner drivers.

The findings are in stark contrast to the sound advice outlined in the Highway Code, which states that drivers should only use their horns when their car is moving and when they need to warn other road users of their presence. In the eyes of the law, motorists also mustn't blast their horn aggressively because it is not a device to draw attention of other road users without viable and reasonable intention. Furthermore, it is also illegal to sound your horn while driving in a built-up area between the hours of 11:30pm and 7:00am.

The police possess powers to issue non-endorsable fixed penalty notices (FPN) of £30 for these offences. If drivers object to the FPN, they can challenge the decision in court, but if magistrates agree with the police, they have the jurisdiction to increase the fine to up to £1,000.

Neil Greig, Director of Policy and Research at IAM RoadSmart, commented: "Most drivers know the rules of the road when it comes to wearing a seatbelt or using a mobile phone. However, some lesser-known wrong doings, such as inappropriately sounding your horn, can also lead to serious consequences such as fines. These fines will set motorists back financially in a time when many are seriously feeling the cost-of-living squeeze.

"Most importantly, not only are drivers running the risk of being faced with a hefty fine, but they could also be seriously risking their own, as well as other road users' personal safety. Sounding your car's horn aggressively or at an inappropriate time can seriously panic other road users, leading them to make rushed and risky decisions. You never know how another driver might react to such a challenge, so why risk confrontation on our already congested roads? So, rather than being eager to sound your horn, we would urge motorists to keep calm and motor on!"

# And Finally.....

My recent experience of driving in fog reminds me of a story I heard back in the early 80s. At the time CB radio was illegal in this country but many people were using it.

Occasionally they'd arrange to meet up and the story goes that two CBers had arranged to meet and were driving to the meeting point one night when one thought "This could be a trap. I'd better be careful" so he turned off his lights as he approached the rendezvous.

The other driver had similar thoughts and likewise turned off his lights as he approached the rendezvous from the opposite direction.

It was a little foggy so both drivers wound down the drivers window and had their heads out of the window to help them see where they were going. You can imagine what happened as they both failed to see the other car and literally had a head on collision as their heads met.

The cars were undamaged but they were quite seriously injured.

## **This Month's Teaser**

This year on 2nd June there is a Bank Holiday to celebrate the Queen's Platinum Jubilee. What were the dates of the previous Jubilee Bank Holidays?

## **Last Month's Teaser**

Last month I asked "How is the date for Easter Sunday determined?"

As a moveable feast, the date of Easter is determined in each year through a calculation known as computus (Latin for 'computation'). Easter is celebrated on the first Sunday after the Paschal full moon, which is the first full moon on or after 21 March (a fixed approximation of the March equinox).

(taken from Wikipedia)

## Your Committee

Chairman	Janice Haigh		myam.chairman(at)outlook.com
Secretary	Paul Macro		myam.secretary(at)outlook.com
Treasurer	Rosie Bricis	07579 965029	myam.treasurer(at)outlook.com
Membership Secretary	Graham Crawshaw	0113 314 9969	myam.membership(at)outlook.com
Youth Liaison	Position vacant		
Speaker Secretary	Position vacant		
Events Manager	Alan Jones	07714 444595	alan.j909(at)btinternet.com
Website	Position vacant		myam.webmaster(at)outlook.com
Newsletter Editor	Keith Wevill	01274 815281	myam.newsletter(at)outlook.com
Chief Observer	Chris Marrison	07798 822935	myam.chiefobserver(at)outlook.com
GDPR Manager	David Rockliff		
Committee member	Bob Rowles		

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.