

ARE WE THERE YET?

Mid Yorkshire Advanced Motorists Newsletter

May 2023

iam
RoadSmart

Group Number 4178
Registered Charity Number 1053843





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Cover Photo – Buckden Waterfalls

Located a short distance from the village of Buckden in the Yorkshire Dales are a series of waterfalls on the path to the highest point in the area, Buckden Pike.

Photo taken by Tom Waller-Webb

Forthcoming Gatherings and Events

**Monday 5th
June
8pm**

**MYAM AGM
and buffet**

Birkenshaw Liberal Club
10 Croft Street
Birkenshaw, BD11 2HT

**Monday 3rd
July
8pm**

**Chris Bishop from
A-Plan Insurance
talking about car and
home insurance**

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.

Our May AGM meeting would normally have taken place on 8th May but as this is now a Bank Holiday to celebrate the Coronation the committee has decided that there will be no May meeting. The AGM will now be on Monday 5th June.

As with our social meetings visitors are welcome at the AGM but only MYAM Members are eligible to vote. There will be a buffet after the AGM but in order to ensure we have enough food to go round we need to know how many people intend coming to the meeting. Therefore if you intend attending the AGM can you let Janice or myself know by Friday 19th May if you are coming and if are bringing a guest and if you have any dietary requirements.

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Items for Disposal

Following the amalgamation of the groups forming MYAM and the decision to sell the MYAM caravan we have a number of duplicate items the committee would like dispose of. We are preparing a list of the items which we will publish in the next newsletter and will be offering them to our members first.

From the Editor

The government has just announced the cancellation of the expansion of the smart motorway network. Any planned smart motorways that have not been started are now cancelled. One reason given is the cost but there have been many campaigns to have them stopped.

Many people do not like the idea of removing the hard shoulder and replacing it with refuge areas but the spacing of these areas is too far apart compared to the original trials on the M42. You cannot always guarantee to break down just before a refuge area. Additionally, there is a reliance on technology to detect stopped vehicles but this does not always work and is often not working. One problem with this form of technology is defining what is a stopped vehicle and how do you actually detect it. It's not as easy as you may think. There are also long stretches of the M1 where there is no apparent detection system (I remain to be corrected on this. Perhaps someone could comment on this observation)

The original aim, I believe, of opening up the hard shoulder to traffic was to increase the capacity of the motorway but is this actually necessary at all times of the day? It's only at rush hour that the capacity needs to be increased but there is a limit to how much traffic a motorway can carry. I'm sure many of us have been caught up in the rush hour traffic around junction 27 on the M62.

There is a problem with using the hard shoulder for traffic, in the event of an accident and all lanes are stationary how do the emergency services get to the accident?

I'd be interested to hear your comments on smart motorways and whether you are in favour of removing the hard shoulder as a running lane.

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

Jackie Lind
John Wootton

Congratulations

On passing the Advanced Test

Thomas Waller-Webb with a F1rst- Observer Paul Everest

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Caravan For Sale



As advertised in last month's newsletter the MYAM caravan we used to publicise our group and the IAM at various events is for sale. For the details of the caravan see last month's newsletter.

If you are interested, or know of anyone who may be interested, can you let Janice know as soon as possible.

If there is no interest from the membership we will be advertising it

more widely.

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Just a Thought

Here's a thought. There are many companies taking classic cars, removing the engine and fitting an electric motor and batteries. What I'd like to see is someone taking, say, a Tesla, ripping out the electric motor and batteries and fitting a V8 engine!

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.



TWITTER We have our own Twitter account which can be found at 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.

April Meeting - Beijing to Cononley by Train

We last saw Paul Haywood in March last year when he explained the many different types of bridges around the world. This time his talk was on a journey he undertook on his own in 2017 as part of his 70th birthday wish list. A case of do it now while you can!

Paul's outward journey started with a flight to Beijing via Bangkok and Taipei with the return being made by train back to Cononley. We know where Beijing is but where is Cononley? It's the last stop on the rail line to Skipton.

The first stage was to Ulan Bator, the capital of Mongolia, following a visit to the Great Wall of China. One issue with visiting Mongolia was the different railway gauge, meaning the carriage bogies have to be changed at the border but it is a well practiced procedure. While on the train Paul commented that the beer was not a local brew but Budweiser but he drank it. While in Mongolia he visited the statue of Genghis Khan and the Turtle Rock pictured below.

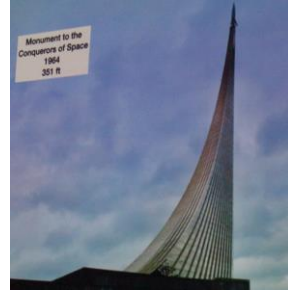


From Ulan Bator the next stage was a 24 hour/890 mile journey to Irkutsk in Siberia. This journey included a trip on the railway around Lake Baikal with the addition of a trip on part the old route around the lake.

From Irkutsk the next stop was Novosibirsk where Paul spent a couple of nights. Apart from seeing the sights of each of the stopping points Paul took the opportunity to travel on the local trams which allowed him to see more of the sights.

The next stop was Yekaterinburg, a 948 mile 18 hour journey. On this stage the train passed from Siberia to Russia. After Yekaterinburg the next stop was Moscow where the

car used by the 1st Secretary of the Sverdlovsk communist party was on display. (I doubt if any of our prime ministers cars would have the same treatment in the UK!) Also the 364ft high monument to the conquerors of space built in 1964.



His next train was from Moscow to Paris followed by the Paris to London Eurostar and the UK trains to Cononley and home.

Altogether Paul travelled on 6 overnight trains and 3 day trains covering 7583 miles with all but 185 miles being by electric traction. Most of the time he had a sleeping compartment to himself on the train when travelling overnight, but he did have five hotel two day stopovers.

Keith

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More Golden Anniversaries

Back in January I mentioned that 2023 marked the 50th anniversary of passing my driving test and a couple of the now classic Christmas songs. 2023 also marks the 50th anniversary of a couple of classic albums, Pink Floyds Dark Side of the Moon and Mike Oldfields Tubular Bells, the first album on Richard Branson's Virgin record label. There can't be many people who do not own a copy of either album.

One other 50th anniversary is the introduction of the Austin Allegro in May 1973. This was British Leyland's replacement for the very successful 1100, introduced in 1962. The Allegro was styled in house and was somewhat hampered by the requirement to be capable of using not only the 1100 and 1300 A series engines but also the 1500 and 1750 E series engines as used in the Maxi.

Perhaps the oddest and most remembered feature of the Allegro was the Quartic steering wheel. Not the most popular feature and it was dropped on the "up market" versions and on the later revisions. Did you ever own an Allegro? If so what did you think of it?



Annual General Meeting

Notice is hereby given by order of the Group Committee that the
Annual General Meeting of
Mid Yorkshire Advanced Motorists
will be held on
Monday, 5th June 2023, at 20.00 hrs.
Venue: Birkenshaw Liberal Club, 10 Croft Street, Birkenshaw, BD11 2HT

The Trustees of the Group (Registered Charity No. 1053843) will present the Annual Report and Accounts for the year ended 31st March, 2023, for approval by the Group Full Members and conduct an election.

All Group Full Members, Associates, and Friends are invited to attend, but only Group Full Members may vote.

A Member entitled to vote at the General Meeting may appoint a proxy to vote in his/her stead. A proxy need not be a Group Full Member.

Current Officers:

All Officers retire annually and may offer themselves for re-election. The current Officers are:

Chairman	Janice N. Haigh	Will stand
Secretary	Paul Macro	Will stand
Treasurer	Rosemary Bricis	Will stand

Please do attend the AGM, show your support to your Committee, and let us know your views.

We do need new and additional Members to the Committee to support the Group. If you are interested and wish to be nominated for the Committee or any position, please use the Committee Nomination Form.

Please remember you can also offer yourself to join the Committee at the AGM.

N.B. All Committee Nomination Forms must reach the Group Secretary at least 7 days prior to the AGM (preferably by Friday, 26th May 2023).

Only paid up Members of IAM RoadSmart and of MYAM may either nominate Committee Members, be nominated to the Committee, or as an Officer, or vote at the AGM. **You may not stand if the law debar you from being a Charity Trustee.**

Members who receive the newsletter via the post: –

You will have been sent a Committee Nomination Form with the newsletter. Please complete and return to the Group Secretary.

Members who receive the newsletter via e-mail: –

Attached to the e-mail containing your newsletter will be a Committee Nomination Form. Please print, fill in, complete, and return to the Group Secretary.

Address details for the Group Secretary are on the Nomination Form.

If you have not received your Committee Nomination Form, please inform the Group Secretary, Paul Macro E-mail: myam.secretary@outlook.com

Mid Yorkshire Advanced Motorists

The current details of the Committee are as follows: -

Position	Currently held by	Status
Chairman	Janice N. Haigh	Offering to stand for re-election
Secretary	Paul Macro	Offering to stand for re-election
Treasurer	Rosemary Bricis	Offering to stand for re-election
Events Co-ordinator	Alan Jones	Offering to stand for re-election
Newsletter Editor	Keith Wevill	Due to stand for re-election 2024
Membership Secretary	Graham Crawshaw	Offering to stand for re-election
Speaker Secretary	Sally Lawrence	Offering to stand for election
Ex-officio	Bob Rowles	Due to stand for re-election 2024
Youth Liaison	Position vacant	Position vacant

N.B. In addition to the Officers, at least one third of the remaining Committee must be offered for re-election even if they were for re-election the following year.

Copies of the minutes from the previous year's AGM and the Group accounts are circulated with this notice.

A light buffet will be provided and everyone is invited to stay.

MOT Myth Busters

From MOT to road tax to insurance, there's a lot to remember when running and owning a vehicle. Waiting for the result of an MOT test can be an anxious time, so it's best to be prepared. Identifying problems and carrying out basic maintenance prior to the MOT could help you avoid any unexpected costs. If you have a regular garage you use, they will offer a pre-MOT test, which should save you from an embarrassing failure or a costly re-test.

IAM RoadSmart, the UK's leading road safety charity, is on hand to debunk some of the myths surrounding the MOT.

Can I drive without an MOT?

No, you can't drive a vehicle without it having a valid MOT certificate. The only exception is that you're able to drive your vehicle to a pre-booked MOT test. If you have sorned the vehicle, you may drive it to the MOT but must tax it to continue using it on the road.

Does running out of screen wash count as a failure?

Despite being a simple check, many cars fail an MOT test for having no washer fluid. Ensure you regularly check your screen wash level, whether your MOT test is due or not, as, especially in poor driving conditions, your windscreen can soon become dirty and restrict your view of the road. Screen wash is cheap and easy to find in local shops and garages.

What about tyre pressure?

If the Tyre Pressure Monitoring System warning light is on, your car will automatically fail, so keep an eye on your tyre pressure and check it regularly. Having an underinflated or overinflated tyre can also cause strain on your tyres, heightening your chances of them becoming damaged and therefore also causing your car to fail its MOT.

Is a cracked windscreen an MOT failure?

Your car might fail its MOT if its windscreen is damaged. Windscreen chip MOT rules mean that a chip of 40mm anywhere in the swept area of the windscreen will result in failure, but even a smaller chip of as little as 10mm can result in MOT failure if it's within a certain area of the windscreen centred at the steering wheel, as this means it's in the driver's line of vision.

What about fog lights?

The check of rear fog lamps only applies to the one mandatory rear fog lamp that must be fitted to the centre or offside of the vehicle.

Is my car insurance still valid if my car fails its MOT?

A valid MOT certificate is usually a requirement of your policy. Some companies may just need your vehicle to be roadworthy, but it's best to check with your insurance provider before travelling for your pre-booked MOT.

Is there a grace period for the MOT?

Despite the misconceptions, once your MOT certificate has expired, it is illegal to be driving your vehicle on the road unless the vehicle is registered in the historic category.

Richard Gladman, Chief Examiner at IAM RoadSmart, says:

"If you have had your vehicle on SORN and the MOT has expired, make sure you stay within the law to get it re-tested. You can travel to and from a pre-booked MOT without taxing the vehicle, but there must be an insurance policy for that vehicle in force.

Make sure you check over the obvious stuff before presenting it for testing; it is embarrassing and expensive to fail for an empty washer bottle or a defective bulb. If you are doing regular checks before driving or riding, an MOT failure should not creep up on you."

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I normally do a few simple checks, such as checking the lights, tyres and wipers etc. a week or so before the MOT is to be conducted and arrange the MOT to be done at least two weeks before it expires in case any work is needed.

Beware the Scratched Battery

I recently found a few news items on electric cars and some issues dealing with them if they are damaged in an accident. One item indicated that electric cars can cost more to insure than conventional cars, possibly an extra 50 percent. This could be due to the fact that they cost more to buy coupled with the fact that there are fewer garages equipped to repair them.

Another report warned about damaging the battery as following an accident often there is no way to assess or repair a slightly damaged battery pack even if the damage is just a scratch. The battery is the most expensive component in an electric car often costing around half the cost of the car. As a result insurance companies are having to write off cars with damaged batteries even if they are only slightly damaged. They do not want to take the risk of possible lawsuits later if anything happens to a repaired vehicle so they are taking the easier option of writing the car off.

Batteries can be repaired and individual cells replaced but the car manufacturers are often reluctant to supply the necessary diagnostic information to repairers even though they say they have made the battery packs easier to repair. However the Tesla Model Y battery pack is part of the structure of the car and has been described by some experts as having “zero repairability”.

Another issue with a damaged electric car is that it has to be isolated in a special bay while it is assessed, due to the fire risk. One UK salvage company has seen the number of damaged EVs rise from around four per day to up to twenty per day. As the UK currently has no EV battery recycling facilities the batteries from these written off cars have to be stored and the company reckons it has hundreds of EV battery packs and thousands of hybrid battery packs in storage.

An EV with a low mileage being written off negates any saving in CO₂ emissions as an EV generates significantly more CO₂ during its manufacture than an equivalent ICE vehicle. Additionally facilities for recycling damaged or failed batteries have to be set up in this country otherwise we will have the problem of storing these batteries. Sending them to recycling facilities abroad would only add to the emissions involved with their manufacture as well as leaving us reliant on companies out of our control.

And Finally.....

Two vampire bats are sitting in their roost when one says to the other “I’m hungry. I’m going to find something to eat”

“OK see you later” says the second bat.

A few minutes later the first bat returns, his face all covered in blood.

“Wow, where have you been” says the second bat.

The first bat looks out from the roost and says “You see that big tree over there on the horizon?”

“Yes” says the second bat.

“Well I didn’t” says the first bat.

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This Month’s Teaser

And the final question about the Motor Show. When was the last show held at the NEC?

Last Month’s Teaser

Last month I asked “In which year was the first Motor Show held at the NEC?”

And the answer is 1978.

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	Sally Lawrence		myam.speakersecretary(at)outlook.com
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	01943 831976	bob.rowles(at)gmail.com

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 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.