

ARE WE THERE YET?

Mid Yorkshire Advanced Motorists Newsletter

October 2023

iam
RoadSmart

Group Number 4178
Registered Charity Number 1053843





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Cover Photo – Albert Memorial in Queensbury



Located in Queensbury at the junction of the Denholme-Brighouse road and the Halifax-Bradford road is this memorial to Prince Albert. The inscription reads "ALBERT PRINCE CONSORT of Her Majesty Queen Victoria who died December the 14th AD 1861. This monument was erected by John Foster & Son: Whitsuntide 1863.

Forthcoming Gatherings and Events

**Monday 2nd
October
8pm**

**Tramways in Yorkshire
Tony Young**

Birkenshaw Liberal Club
10 Croft Street
Birkenshaw, BD11 2HT

**Monday 6th
November
8pm**

**The AEG Routemaster Pt 2
Graham Crawshaw**

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.

WYAM Event

The WYAM event on the Psychology of Driving which was originally scheduled for the 13th July at Cherwell has had to be postponed to a later date. It was due to be rescheduled for late September but, as of the time of writing, we have not received an update on the rescheduled date. Once we receive an update we will either publish the new date in the newsletter or send out an email to all those who receive their newsletter by email. Those who wish to attend and do not receive their newsletter by email should contact either myself or Paul for an update. I have already received an enquiry from one member who I will contact when we receive details of the new date.

Ed

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Bradford Clean Air Zone Causes Problems Outside The City

The recently introduced Clean Air Zone in Bradford may have improved the air quality in the city centre but it has caused problems in the surrounding areas as drivers of vehicles that would be subject to the charge are avoiding the zone by driving through the outskirts. This extra traffic is slowing traffic in the affected areas. Is this what the city planners envisaged?. Did they consider that drivers would find alternative routes to avoid the area and incidentally reduce the money raised by the scheme?

From the Editor

It's been a stressful few weeks here as not only have we returned to getting up at some unearthly hour of the morning in order to look after our grandchildren but we have been preparing for the installation of a new kitchen. This has meant removing wallpaper and clearing out all the cupboards in the old kitchen. Also finding somewhere in the house to store everything, not an easy task as you don't realise how much stuff you have until you have to move it! Then the new kitchen arrived in kit form meaning finding yet more space to store it. Then there is the problem of how to prepare and cook our meals while the kitchen is out of action. However I have managed to hook up the cooker so we can at least use the oven.

We now have the floor tiles laid and as you read this the units should be being fitted so, fingers crossed, by the end of the month we should be back to a working kitchen.

I note that the current government have moved the date for the banning of new petrol and diesel cars to 2035. Whether this is an election strategy or the realisation that the infrastructure is not ready for mass electrification is yet to be determined but we have to remember that they are politicians and often have no or little knowledge of the implications of their decisions concerning the transition to electric vehicles.

I've been keeping an eye on various news items concerning EVs and it appears that fewer EVs are being sold to private owners and that those that are sold are depreciating more rapidly than petrol and diesel vehicles.

Some of the news items suggest that improved batteries are coming giving vehicles a greater range and faster charging times, but can the infrastructure cope? Then what happens when new improved batteries are available? Will it make the existing EVs obsolete and potentially worthless?

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

**Natasha Pickard, Rowena Summers,
Thomas White, Elizabeth Young**

Plus one new full member Ian Corner

Congratulations

On passing the Advanced Test

No notifications this month

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TV Stand for Sale

As part of the disposal of surplus items the group has a TV stand available. This was used to support the TV at events where we took the caravan. It can be used to hold a flat panel TV and can be extended to a height of approximately 5 feet.

If you are interested please contact Janice or myself.

Collection by arrangement or at one our regular social meetings.



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.



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.

September Meeting - Drive Talking

After apologising to the Bee Gees for paraphrasing their song title David Stringer went on to describe his early driving experiences including passing his driving test after being challenged by his father to pass before Christmas. He passed meaning his driving test was paid for by his father!



David's first car

Moving on from his early days David listed the different levels of driving skills with a UK Police driving instructor at the top of the tree down to the DSA rest as the minimum level of skill. The majority of drivers in the UK are near the bottom of the skill level with only a small percentage having higher skill levels, including the IAM test.

The car I drive has a two litre engine.

I drive a two litre car.

I drive a car with a two litre engine.

David then asked the audience about the System showing slides with different ways of essentially saying the same thing giving the example shown left.

The statements may be different but can be interpreted as saying the same.

We then saw a video showing two different speed limits on the same stretch of road and then David asked how would we approach the bend in each of the photos.



This was all leading to regarding “**The System**” as “**Holy Writ**” (David’s words) or

OR

**A useful guide to more
important considerations?**

Such as?

Observation

**Anticipation/
Assessment**

PLAN!!



David mentioned an article from the Summer 2014 edition of Advanced Driving by Peter Rodger. Here is part of the article relevant to the above situations. If you wish to read the whole article and do not have a copy of the relevant issue please let me know and I’ll send you a copy.

Imagine driving or riding along an unfamiliar country road towards a left hand bend, with a high hedgerow on both sides, a comfortable road width for two lorries to pass each other.

Please picture the road as a lengthy virtually straight stretch, which allows you to travel at the national speed limit. You cannot gain any effective observation to the left, the direction the road bends, because there is a banking, topped by trees, and that thick, high hedge.

The centre line is a hazard warning line as you approach the bend, and there are oncoming vehicles restraining you from positioning near the white line, so as you approach the bend you are positioned a bit to the left of that.

It is a bright sunny, early summer – let’s say early June – day, and the foliage is thick and not yet cut back from all its energetic spring growth. You lose some speed –

probably down to about 40 mph - turn into the bend, and see the road straightens again with some houses on either side a hundred yards or so away.

As you straighten up, and start to accelerate back up towards the speed limit, a 30 mph speed limit sign buried in the depths of the foliage on your left becomes visible, giving you just enough space to brake to that speed, if you brake very firmly indeed (at the level of an emergency stop).

The questions are:

Do you brake very firmly and reach the speed by the time you get to the sign, or a bit less firmly and run the braking though into the 30 zone by perhaps twenty yards?

There is a decision to be made here – if you do not brake and meet the speed restriction by the time you get to it, you are breaking the speed limit – that’s simple, it is a black and white law.

Now if I, as the Chief Examiner, were to give a black and white ruling about “what is allowed in the test”, the only one I could give which would satisfy the black and white constraints of the criminal law is to brake very firmly and conform with the law. The test form has a box for marking whether the drive or ride was legal or not, and doing more than 30 in the 30 zone would clearly be illegal.

But things are not really like that. Let me pick up on just one thing I did not mention in the description of the approach:

What is in your mirror/over your shoulder? Do you have a car following you at a one car length distance, being “pushy”? Is the mirror clear?

Let me alter things a little in a different way. Instead of being a nice sunny June day, let’s make it a proper English summer’s day – so pouring with rain, and with a road surface that’s highly polished, and oily looking. Would that affect your decision in the real world, on an everyday journey?

I hope that thinking about these differing circumstances which arise in exactly the same place is prompting some alteration to the idea that there is an “I would always...” answer.

Major Car Maker Says It Sees Petrol Vehicles On Roads Until 2050

Car maker Stellantis, who own car brands including Fiat, Peugeot and Vauxhall, believes petrol vehicles will still be on the road until 2050. It may mean running them on e-fuels which are manufactured by taking carbon dioxide from the atmosphere and combining it with hydrogen to create a fuel which, when used to fuel an internal combustion engine, releases the carbon dioxide used in its manufacture making it effectively carbon neutral.

Today's cars are also lasting longer. Cars from the 60s and 70s had a short life, often the bodies rotted and the mechanics were not all that reliable meaning they were scrapped after a few years. Warranties were usually no more than 12 months. By contrast modern cars have much more body protection against rust and the mechanical and electrical components have been thoroughly tested with at least a 3 year warranty. Thus it is perfectly possible that cars manufactured today will still be around in 20 to 30 years. Take a look at the cars you can see on the road. How many cars registered more than 10 years ago, pre 13 registration plate, can you see?

How long will electric cars last and would you buy a 10 year old electric car with an out of warranty battery? It has been recently reported that electric cars have a high depreciation rate with some year old cars losing more than half their value. One reason for this may be that most electric vehicle sales are to companies with only around 25% of sales being private sales falling from 36% last year. Companies tend to dispose of vehicles after about 3 years before they need an MOT and the manufacturer's warranty expires.

Another report stated that according to Volkswagens managing director the sale of electric vehicles is stagnating as a poll revealed that just 2% of drivers would buy one in the near future.

There is also a shortage of technicians to repair electric vehicles. Also a shortage of independent repair garages for electric vehicles. Many of these independent garages are run by people who are nearing retirement and do not consider it is worth retraining or investing in the equipment to repair EVs. This could leave owners needing repairs in the hands of the main dealers whose hourly rates are much higher than the independents.

Speed Limits

Following on from last months "From the Editor" I received an email agreeing with my comments on changing the 30mph limit signage to be consistent with other limits. This set me thinking about how the signage could be changed to make it easier for motorists to understand.

Currently we have the national speed limit set at 60mph and 70mph for dual carriageways and motorways. These would only need a sign at the start of the limit and would not necessarily need repeater signs.

All other speed limits must have repeater signs at regular intervals through the limit.

The maximum change in speed limit to be 20mph, meaning the limit should not change from 60mph to 30mph in one stage. There must be an intermediate limit of 40mph and the minimum length of a speed limit should be 800m (approximately half a mile).

The sign, or signs, indicating the start of any speed limit must be clearly visible at a distance of at least 100m meaning they must not be placed on a bend. This should also apply to other road signs including direction signs.

The responsibility for keeping all road signs clearly visible must be defined. There are too many signs obscured by trees certainly near where I live and repeater signs where the numbers have faded into obscurity. Should responsibility lie with the local authority or the police?



There's a speed limit sign here

Do you have any comments or suggestions?

Adjusting to Autumn

Despite summer arriving late, the days are getting shorter so it's important to adjust driving preparation and style to match the hazards that autumn can bring. IAM RoadSmart has some top tips for drivers dealing with the changing seasons.

Check your lights

It's dangerous for drivers and other road users if your lights do not work properly and with autumn meaning fewer daylight hours you need to be able to rely on correctly working and adjusted lights.

Is the battery working properly?

In the autumn, strain is placed on the battery with lights, heated screens, seats and the air conditioner to demist and keep us warm when the temperature finally drops. If there are any signs of the battery struggling now, it's likely to let you down as it gets colder. Signs your battery is dying include difficulty starting the car and the battery warning light on your dashboard come on.

Don't get dazzled

Clean your windscreen inside and out, as the sun's glare can intensify if the glass is grimy. Repair chips or scratches and clean your windscreen wipers, as they are likely to have been used less in the summer and worn wipers can result in poor visibility. Falling leaves may also lead to a build-up of debris, so make sure your screen wash is topped up.

Antifreeze

It's important to use antifreeze year-round as it helps to protect your vehicle from corrosion and decay. If you don't know which is best for your car, check your vehicle handbook.

Be weather ready

Autumn usually brings lower temperatures and many other conditions like fog, wind, rain and ice. It's always a good idea to check the weather forecast before setting off so

you have an idea of what to expect and keep some warm and wet-weather clothing in your car just in case it changes.

IAM RoadSmart's Chief Examiner, Richard Gladman said:

“As the temperature drops, your car is a nice cosy place to be when it is working properly – sound preparation will help your journey go smoothly. Drivers also need to stay alert for blocked drains and localised flooding at this time of year. Your aim should always be to have a clear view of the changing seasons around you, and for other road users to be able to see you.”

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Oops I've Got a Problem With My EV

There was a story I read recently of a woman with an EV that broke down on Shetland and when she rang the AA they said that the only EV trained patrol was in the South of England and he'd get to her as soon as possible; 14 hours later!!

In Wiltshire a Tesla that had run out of power at 2pm blocked the A36 causing delays until it could be moved at 9:30pm. The best efforts of local workmen and a policeman could not move the vehicle. The road was finally clear at 11:15pm. Apparently there is a method of connecting an external supply to a Tesla allowing it to be put into neutral but how well known is it?

According to the landlord of the pub where the car was taken to for charging, the car had failed even though the gauge showed several miles left.

I have also seen reports that used EVs are not selling well. They are being left on dealer forecourts losing value and often being sold at a loss.

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This Space Needs You

Do you have any stories, information or pictures that would interest our members? If you do please send them to me at the email address on page 16.

Ed

And Finally.....



Taken from David Stringers Interactive evening. You wait ages for a bus and then 15 come along!

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This Month's Teaser

Based on the front cover which brass band is associated with Queensbury?

Last Month's Teaser

Last month I asked " Following its closure in 1962 when did the Keighley and Worth Valley Railway re-open for passengers? 1968

Your Committee

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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.