

ARE WE THERE YET?



Mid Yorkshire Advanced Motorists Newsletter

August 2025



Group Number 4178
Registered Charity Number 1053843





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Cover Photo – Electric Cars at the Liberal Club

Our July social meeting began with a selection of electric and hybrid cars outside the Liberal club giving people a chance to find out more about the future of motoring.

Forthcoming Gatherings and Events

Sunday 3rd August 2025 10am to 5pm	MG Classic Car Show	Nidderdale Show Ground, Pateley Bridge HG3 5BD
Sunday 17th August 2025 10am to 4pm	Burley in Wharfedale Classic Car Show	**
Sunday 24th August 2025 10am to 5pm	Heath Common Classic Car Show	Heath Common, Wakefield
Sunday 31st August 2025 10am to 5pm	Wetherby Classic Car Show	Wetherby RUFC, Grange Park Sports Club, Old Boston Road, Wetherby LS22 5NB
Monday 1st September 2025 8pm	Carlisle to Vaduz – but when? David Rockliffe	Birkenshaw Liberal Club 10 Croft Street Birkenshaw, BD11 2HT

** at the time of writing the newsletter we have not received details of the exact location of this show.

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.

Get Well Soon Janice

Those of you who regularly attend our social meetings may have noticed that Janice has been walking with the aid of a walking stick because of a bad ankle and that she wasn't at the July meeting. This was because the following day she was due to have ankle replacement surgery.

She has now had the surgery but will need several weeks to recover and to have several sessions of physiotherapy before she is back to normal.

We wish Janice a speedy recovery and hope she will be able to rejoin our social meetings soon.

From The Editor

It's the summer holidays, the schools have finished for the next few weeks, no more school runs and less congestion around the local schools. I always found that it was easier to get to and from work during the summer holiday.

During the holidays we do not have to get up at some unearthly hour of the morning in order to take our grandchildren to school. Instead we have a few outings to various attractions planned which tend to be more crowded during the holidays – we can't have everything!

It's also the time when many car clubs have their annual shows and the group will be attending several of these shows. The list is in the April newsletter. If you are coming to any of these shows please come and say hello. If you can help at any of the shows, especially with setting up the gazebo, please let us know. It's also the month when we take a break from our social meetings so don't turn up at the Liberal Club on August 4th expecting a meeting. Our social meetings will resume in September with David Rockliffes talk.

If you know of any events where you think we could set up our stand, not necessarily for this year, please let us know. And if you take photos at any event that you think would be of interest to our members please send them to me.

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 associates this month but a correction for last months new full member. Tony Geeson transferred from the Herefordshire group, not the Hertfordshire group.

Congratulations

On passing the Advanced Test

Belated congratulations to Alana Corden who passed with a F1rst back in April. Her observer was Mick Coley

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Two Classics at the North Yorkshire Moors Railway



A few weeks ago some bikers came onto the station at Goathland wanting to bring a motorbike onto the platform. We were able to organise this. What they actually wanted is the attached picture. The bike is a 1927 AJS 350cc model, which was formerly owned for some 27 years by the late Fred Dibnah. The background locomotive is what they wanted, LMS Jubilee class No. 45596 "Bahamas" which was visiting the NYMR.

David Stringer

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 or scan the QR code.

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



X We have our own X account which can be found at X.com/MYAM4178

The Group Telephone number has changed to 07412 986690

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.

David Rockliff is our GDPR Manager. Please contact him if you have any GDPR related issues.

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.

July Meeting - Electric Cars

Our July social meeting was different to our usual meetings at the Liberal club as it started earlier outside the club with a collection of electric and hybrid cars. At our last meeting Neil Simpson had promised us an electric Skoda and he didn't disappoint as Bob and Ken turned up in the new Skoda Elroq. Several members brought their electric cars which included a VW ID Buzz, a VW ID3 and a VW Up plus Rosie, our treasurer, brought her hybrid Octavia which has had several modifications as Rosie is registered as a disabled driver.

We were also joined by Jayne Sorrell, our speaker at the April social meeting, who brought a hybrid Kia that had been modified by the William Merritt Centre to make it suitable for disabled drivers. This car had several interesting features including modules that could be fitted to the steering wheel



The Skoda Elroq



The modifications fitted to the Kia

in various positions and were linked to the car systems via bluetooth. This enabled the car to be easily set up for virtually any driver. Of course the car could still be driven by a non-disabled driver but it shows what can be done to improve the mobility of someone with a disability.

It was also interesting to see under the bonnet of electric Up and how it differs

from a petrol or diesel car. There are still familiar items such as the brake master cylinder, washer bottle but the petrol/diesel engine is replaced by the controller for the electric motor.



Once we'd all had a good look over the cars we moved inside to continue the discussion on the merits or otherwise of moving to an electric car.

One question that came up was the cost of charging. If you can charge at home it is significantly cheaper than using a public charging point. There is also the advantage that

you can charge overnight whereas using a public charging point you may have to wait for a charger to become available then have to stay with the car while it's charging.

Another point that was raised was the battery technology. Currently most electric car batteries are lithium based. Mining this can cause devastation in other parts of the world. New battery technologies are being investigated, one being the use of sodium which could make batteries cheaper. If this technology, or any alternative technology, does become mainstream it could make existing electric cars, using lithium based batteries, obsolete.

We are still at the early stages of the electrification of our transport system and there will be winners and losers. I have seen reports that electric cars are some of the fastest depreciating vehicles, which makes me think that buying an electric car is possibly not a good idea at present and that leasing could be a better way of running an electric, at least until the technology settles down. At the end of the lease period you could just hand the car back to the leasing company without the problem of trying to sell it or part exchange it.

You may have heard of a recent government announcement of grants for the purchase of electric vehicles. However it's not as simple as it first seems as the grants are limited to new cars costing less than £37,000 and according to the government website eligible vehicles must meet the following conditions

The highest grant, available for cars with the lowest carbon emission scores, is £3,750. The second level of grant is £1,500.

The grant is only available for vehicles that have been approved as eligible.

To be eligible vehicles must meet the following technical standards, as a minimum:

- be an M1 passenger vehicle (used for the carriage of passengers)
- produce 0g CO₂/km at the tailpipe
- have a minimum battery range of 100 miles WLTP
- have a battery or fuel cell, used to drive the vehicle's propulsion system, with an acceptably low rate of degradation
- have a warranty that guarantees the following:
 - in respect of any traction battery, hydrogen fuel cell stack or hydrogen tank and electric drivetrain, a warranty period of at least 8 years, or a distance of at least the first 100,000 miles, whichever is reached first
 - in respect of any traction battery, providing for replacement of the battery if it falls below 70% capacity during the first 8 years
 - in respect of any fuel cell, the fuel stack must maintain at least 90% of its rated voltage output for the initial 5 years

- in respect of the remainder of the vehicle, covering a warranty period of at least 3 years, or a distance of at least the first 60,000 miles, whichever is reached first

Manufacturers must hold a verified Science Based Target and the carbon emissions incurred in vehicle assembly and battery cell production locations must be below certain thresholds.

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My Electric Car Was Stolen And I Was Delighted

I found an article on the internet about someone who owned a Nissan Leaf, presumably one of the early ones as it only had a range of about 100 miles, meaning that many of the pre Leaf long journeys that took 3 to 4 hours took at least twice as long in the Leaf when factoring in charging en route.

She had a bizarre experience when her husband asked “Where’s the car?” “Across the road by the tree” was her reply. “No it isn’t” She checked and he was right. It had been stolen. She was quietly delighted imagining the thief speeding up the motorway and having to pull into Watford Gap to recharge!

The insurance paid out and they bought a new car, an MG4 with a range of 300 miles on one charge meaning it was possible to drive from London to many destinations and back without visiting a service station to recharge.

I suspect similar scenarios could be played out many times as older electric cars with significantly reduced range reach the end of their lives and are virtually worthless.

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Over Half Of Motorists Now Drive An Older Car Than Five Years Ago

New research reveals more than half of motorists are driving an older car than they were in 2020. Almost one in four say it’s because they can’t afford a newer vehicle. And 18 per cent add they feel used cars have become more expensive. Official figures back this up, with the average age of a car on British roads now standing at 9.5 years – up from 8.0 years just five years ago. Nearly 45 percent of UK-registered cars are more than 10 years old.

Lower income, higher prices

The figures were revealed in the latest Startline Used Car Tracker. Paul Burgess, CEO of Startline Motor Finance, said economic factors have driven the situation. “New car shortages around the time of the pandemic mean the stock supply in the used sector is lower than envisaged, pushing up prices. Also, household budgets have been under considerable pressure thanks to the period of high inflation. “As a result, many people just can’t afford to change their car – and those that do often have less money to spend and are shopping in a market where prices are higher than was the norm pre-pandemic.”

Older cars are more reliable

Instead of buying a replacement car, one in 10 motorists say they are spending more money keeping their existing car on the road, while a further nine percent say it breaks down more often. However, 21 per cent reveal their car has actually stayed reliable – and 12 per cent reckon that modern cars are more resilient “It is fortunate that at a time when people are driving older vehicles,” said Burgess, “build quality also seems to have improved.”

I have to admit that I tend to keep my cars for a long time if possible with the longest being about 10½ years but apart from my first car every other has been bought new usually with several options as this is one way of guaranteeing that the car will not have been standing around in some field or a dealer waiting for someone to buy it. It’s usually a change of circumstances, such as our second child on the way or retirement that has made me change my car.

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Motorists Ditch Major Toll Routes In Favour Of Free Crossings

Thousands of drivers have been found to be abandoning major toll routes across the River Thames in protest at new charges introduced earlier this year.

Reports revealed that drivers have been favouring the free Woolwich Ferry, with an average of 1,800 additional vehicles using the water crossing daily since charges were introduced at the new £2.2billion Silvertown tunnel and Blackwall tunnel in April. But the surge in ferry traffic has created lengthy queues and a significant increase in lorries using the service, according to Transport for London figures.

The shift comes after new tolls were introduced on the Silvertown and Blackwall tunnels by the Mayor of London, Sadiq Khan, on April 7, which previously saw the

Blackwall Tunnel alone handling 90,000 to 100,000 vehicles daily. Sadiq Khan said the Silvertown Tunnel would deliver more reliable journeys. The London Mayor said: "The new Silvertown Tunnel will transform travel in the South and East of our city, particularly across the River Thames, and will help to address the chronic congestion and poor air quality around the Blackwall Tunnel.

"The new tunnel will reduce journey times, help to manage pollution levels and improve cross-river public transport." Motorists now face peak charges of £4 for a single trip through either tunnel, with the toll applying between 6am and 10pm seven days a week. But for those making return journeys, the daily cost can reach £8. Residents of 12 east London boroughs and the City of London, along with drivers on certain benefits, may qualify for a 50 per cent discount, with around 3,500 residents currently registered for this reduction. The Silvertown Tunnel officially opened in April after just under five years of construction.

Small businesses, sole traders and charities based in Greenwich, Newham or Tower Hamlets can also get a £1 discount on off-peak charges. The charges were brought in to manage traffic levels, fund the Silvertown Tunnel's construction and cover ongoing maintenance costs. Without the tolls, Transport for London warned that increased traffic would cause delays and congestion, contributing to poorer air quality. But commuters have described the ferry as resembling a "cargo ship" due to the surge in lorries, with one regular user noting that "the amount of lorries in the morning has tripled and one lorry alone takes up three to four cars on the ferry."

Transport for London commissioner Andy Lord detailed: "We are aware of some increased traffic volumes at other river crossings, including the Woolwich Ferry, which has seen additional vehicles per day on average." "Our staff are working hard to manage the additional customers and keep the ferry on schedule, and we are monitoring this situation closely with the expectation it will settle in the coming months as new travel patterns are established."

This only goes to show that the best laid plans of politicians do not always have the intended results as people find ways round the new rules, in this case the increased charges for the tunnels.

Millions of drivers could be over the legal drink drive limit in the morning

- More than a third (38%) reveal they were still consuming alcohol after 9pm even though they were driving before 9am the following day
- A third of drivers (31%) have seen a friend or relative travel immediately after drinking alcohol
- Calls for drink drive rehabilitation courses to be mandatory for offenders

More than a third of drivers may have been driving while over the legal blood alcohol limit the morning after consuming several alcoholic drinks the previous night according to new research published by UK road safety charity IAM RoadSmart.

A survey of 1,072 motorists in June 2025 found that of those who last consumed several alcoholic drinks the prior evening, 38% stopped drinking after 9pm despite needing to drive the following morning before 9am. Worryingly, this figure was one in five (21%) who sipped their final drink after 10pm.

Guidance from Drink Aware states alcohol is removed from the body at a rate of one unit per hour, though this varies depending on weight, liver health and metabolism speed. Alcohol Change UK's unit measurement means consuming three large glasses of wine (12%) or three pints of high strength beer or cider (5.2%) is the equivalent of nine units, therefore stopping drinking at 10pm means there could still be alcohol within the body at 7am or later depending on the person.

The research also found a third (31%) of drivers in the last 12 months had been in the company of a friend or a relative who had been consuming alcohol before that person got into their vehicle or onto their motorcycle. Positively, almost three quarters (72%) warned them that they shouldn't use their vehicle, indicating the Think! Campaign "Mates Matter" is having an impact. However, a quarter (23%) did not take any action with 5% of this group believing it was none of their business to say anything. Almost two-thirds (62%) of drivers believe that the increasing prevalence of zero-alcohol alternatives can play an important role in reducing drink driving.

Separately, there were very high levels of support for drink drive rehabilitation courses, with eight in ten (80%) saying such courses are vital to reducing reoffending. A

similar amount (81%) said such courses should become mandatory for anyone who has been convicted for drink drive-related offences, rather than the status quo of it being an offered option with no compulsion to complete the course. The impact of alcohol on road safety is seen as the most effective part of these programmes by 83%, with respondents also signalling support for additional modules that focus on the impact drink driving can have on victims.

In 2022, an estimated 300 people were killed in collisions involving at least one driver or rider over the drink drive limit in Great Britain, the highest since 2009. In Northern Ireland, there were 63 fatalities in the same year. Updated 2023 figures for Great Britain are due later this month. Department for Transport data shows that July has the highest number of drink drive-related casualties, higher than any other calendar month and worse than December which is traditionally seen as the period where more people are tempted to drink drive.

IAM RoadSmart Director of Policy and Standards Nicholas Lyes said:

“Drink driving is a killer, and drivers may be unwittingly getting into their vehicle in the morning unaware that they could be doing so illegally if they have been drinking alcohol the night before, posing a serious threat to the safety of others.

“Even if they are just inside the legal limit, the level of alcohol in their system will impair their reaction times. Moreover, consuming alcohol impacts on sleep quality, so at best they will be driving tired, with a groggy head and have slower reaction times, at worst they will be breaking the law or be involved in a serious collision.

“Our advice is always ‘None for the Road’, which applies when you’re driving to a social gathering. If you are socialising the night before and need to use your vehicle the following morning, you should exercise caution in what you consume or delay your journey the following day.

“Many tend to associate a spike in drink driving over Christmas, but summertime is also a high-risk period, with people making the most of outdoor social gatherings and pub gardens.”

And Finally.....

A guy walks into a pub with a dog. He sees a card game going on at one of the tables, walks up and asks them what they are playing.

“Poker” says one of the players.

“Can my dog play?” the guy asks. The other players are a bit surprised at this, but they agree. The dog climbs on a chair, leans on the table, picks up the pack of cards in his paws, and shuffles the deck. He then deals the cards out one-pawed by flicking the cards.

“Jees, your dog is really clever” says one of the players.

“Not that clever” says the guy “When he gets a good hand he wags his tail”.

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This Month’s Teaser

Continuing on the electric theme. What does the name of the Chinese company BYD stand for?

Last Month’s Teaser

Last month I asked “How many “classic” Issigonis designed Minis were made between September 1959 and October 2000?.

5.38 million. I only owned one of them.

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.