

# ARE WE THERE YET?



Mid Yorkshire Advanced Motorists Newsletter

January/February 2021



Group Number 4178  
Registered Charity Number 1053843





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### **Cover Photo – Memorial to Crashed Airmen**

Located on the Leeds Liverpool canal close the village of Bradley near Skipton this memorial, erected in 2007, commemorates the spot where a Wellington bomber on a training mission crashed killing its crew of seven Polish airmen in 1943. My thanks to Jeffrey Long for bringing this to my attention.

## Forthcoming Gatherings and Events

Because of the current Covid-19 situation the committee is following government guidelines and has cancelled the Skill check meetings, the social meetings and the committee meetings at the Carlton Club. As you will see the 2020 AGM was held by means of a video conference.

The committee is currently working on dates for the meetings for next year in preparation for the lifting of restrictions including the 2021 AGM which will be held, circumstances permitting, in May 2021.

We will inform members of the resumption of the social and skill check meetings via the newsletter, and our Facebook and website pages.

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### Art or Accident?



Is it Art or an Accident? Spotted in Bruges a few years ago.

## From the Editor

As I started writing this we have had both bad and good news. The bad news being that England is going into a new lockdown situation meaning more restrictions on where we can go and what we can do. But the good news is that the Oxford AstraZeneca vaccine has been approved and vaccinations have started. Being easier to store and transport means that the rollout should be easier than the previous vaccine. I'd hope that once the majority of the population has been vaccinated by either vaccine that restrictions will start to be lifted and we will be able to get back to some form of normality. I reckon I'm in the 5th priority group but I'll have to wait until I get the invitation. In the mean time I'll just have to find things to do around the house.

The committee are still meeting by video conferencing and in spite of a few technical difficulties we are still managing to run the group but we are looking forward resuming the social and other meetings.

Because of the delayed release of this, the January newsletter, there will be no February issue. Therefore the next newsletter will be the March issue and will be sent out around the 22nd February.

Below you'll find the provisional dates for the social meeting but I suspect that the earlier meetings will not take place although we are still planning to hold the AGM in May, by video conferencing if necessary. Until we can resume the social meetings the newsletter will be our main means of communicating with our members.

### Keith

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.

## Provisional Dates for Social Meetings 2021

|              |            |               |                |              |
|--------------|------------|---------------|----------------|--------------|
| 1st February | 1st March  | 12th April    | 10th May - AGM | 7th June     |
| 5th July     | 2nd August | 4th September | 4th October    | 1st November |
|              |            |               |                | 6th December |

GROUP MEMBERSHIP NEWS

# Welcome to the Group

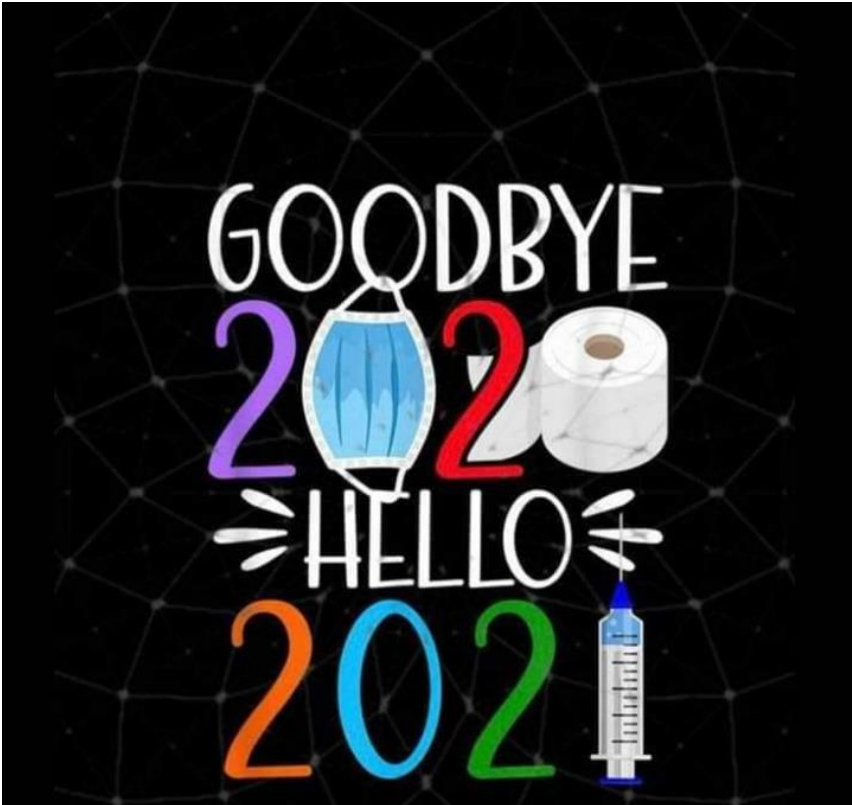
New Associates

No notifications this month

# Congratulations

No tests this month.

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# 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.

**The Group Telephone number is 0113 314 9969**

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

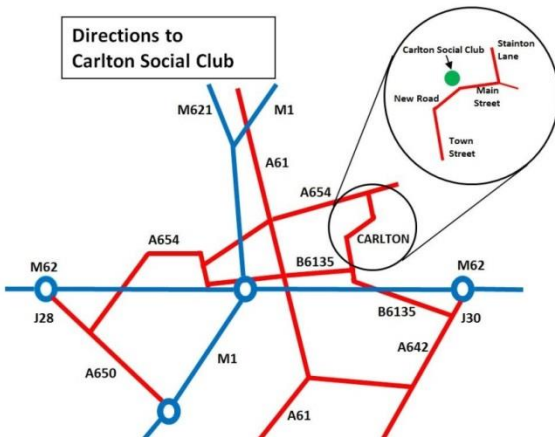
Mid Yorkshire Advanced Motorists (MYAM) is committed to looking after the information that it holds on behalf of its members in a way that complies with the General Data Protection Regulations (GDPR).

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.

# Chairman's Report 2020

Everyone to whom I speak says this has been a very strange year - and I certainly agree with them!

At MYAM, in January 2020, we had a full calendar of events throughout the year - Group meetings, twice monthly Skill Check Drives, and a considerable number of classic car rallies, galas, etc. Then, disaster struck in the form of Covid-19, and by the end of March, we were in total lockdown.

All events, Skill Check Drives, meetings, and observed runs were immediately cancelled, and, although we had hoped to reinstate the meetings and observed runs in October/November, in the end this was not possible. Committee meetings and even the Group AGM had to be held via Teams video conferencing. Learning to hold and attend meetings via video conferencing has meant a very swift learning curve for many of us (especially me!), and I must admit I do miss seeing you all in person. However, thanks to the understanding of the Committee and you, the Members, we are coping, and, in particular, I must thank those of you who attended the delayed AGM in early November. Your support meant we were able to meet the criteria for the AGM, and we were quorate.

Unfortunately, observed runs were cancelled, and, in order to ensure the safety of all concerned, these will not be reinstated until the Government, IAMR, and both Observers and Associates are happy to do so.

Just before Yule, you will have received my e-mail informing you that David Rushfirth had resigned from the Group Committee and from his posts of Chief Observer, Membership Secretary, Webmaster, and "caravan puller". I did ask that anyone interested in any of the positions should contact me. So far, we have had one enquiry for Membership Secretary, for which I am extremely grateful. However, we desperately need other volunteers for the other posts, so that the Group can continue to operate. Please help your Group if you can and contact me direct.

In the meantime, we continue to stay in contact via our excellent Group Newsletter. Any notifications will be included in the newsletter, so do read it to keep up to date. I also know that Keith, our Editor, would be very grateful for any articles you may wish to contribute. Please send him any articles, pictures, cartoons, and anecdotes.

Although the news of stricter regulations is not welcome at this miserable time of year, I am afraid that this is the only way (along with the new vaccines) for the Covid-19 virus to be beaten. Please do everything you can to keep you and your loved ones safe.

So I wish you all a very healthy, happy, and safe New Year, and I hope we will be able to meet in person before too long. Very best wishes for 2021.

**Janice N. Haigh - Chairman**



# Memorials

The cover photo shows the memorial next to the Leeds Liverpool canal to the seven Polish airmen killed when their Wellington bomber crashed on September 23rd 1943. They had been on a training mission when a wing became detached due to metal fatigue. The plaque was unveiled on April 22nd 2007 and the ceremony included a flypast of a Lancaster bomber from the Battle of Britain Memorial Flight.

You may remember back in 2019 when BBC Breakfast presenter Dan Walker, out walking his dog, met Tony Foulds who, in 1944, had witnessed the crash of an American Flying Fortress. Tony had visited the site and maintained the memorial since 2015. The meeting resulted in Tony's wish for a commemorative fly past by ten aircraft from the US Air Force and RAF on the 75<sup>th</sup> anniversary of the crash.

These are two of the many memorials around the country to remember similar events, many of which occurred on training flights. One of the other memorials commemorates the crash in 1942 of a Halifax bomber V9977 which had a profound effect on the war effort although it wasn't on a training flight.

This particular aircraft was involved with the highly secret development of radar and the flight was to test a new version of the H2S radar which gave a detailed view of the ground allowing better navigation at distances greater than the existing navigation aids, which had a limited range. Not only did this crash affect radar development but it could have had an effect on future developments in television and audio systems. Why? Because one of the engineers killed in the crash was Alan Blumlein. You may not have heard of him but, pre-war, he worked for EMI and had been one of the team developing EMI's electronic television system which was in competition with the Baird mechanical system. The EMI system won and led the way for the TV we see today. He also held many patents relating to TV.

Alan Blumlein had also been instrumental in developing a method of recording which he called binaural sound which we now know as stereophonic sound. We do not know what further developments he could have been involved with had he lived.

The cause of that incident was traced to a tappet nut that hadn't been correctly tightened during recent maintenance on one of the engines.

## A Tale of Two Cylinders

Many moons ago, the early 1960's to be honest, my father gave me my first taste of driving. We were fortunate to have a long drive with an area to turn a car round behind the house and I soon mastered the arts of slow speed control and manoeuvring. I loved it, and I have loved driving ever since. I didn't quite realise the significance of the car I learnt on, a Rover 100, a luxury car beloved of doctors, lawyers and directors. It had a physically huge engine, 2.6 litres, but a great deal of metal, and about twice as much oil and water therein as any modern car. Two gallons of oil in the sump, and a similar amount of water in the



**Not necessarily the car David drove but representative of the Rover 100**

radiator, gave the engine such a thermal capacity that it took ages to cool down. It took well over 4 hours before pulling the choke (remember those) didn't initiate a warning light to advise the engine was still warm and the choke was not needed. More particularly it was a six cylinder engine, although of pre-war derivation and not exactly modern in concept. The contemporary six cylinder twin cam Jaguar engines and the BMC C-series engines were rather more modern, as were most other sixes around in those days.

By the time I came to hit the road, at the end of 1963, my mother had bought a Morris 1100 and combined with the Ford Anglia my driving instructor used, I was experiencing three very different cars. The Anglia, very traditional, simple and ordinary, the Morris, an oversized Mini and an early example of the concept of the majority of cars today, front wheel drive, and the Rover, large, heavy, quieter and smoother than the other two. Smoother in both ride and vibration, because it wasn't just that it made less noise, (Wilton carpets and underfelt dealt with that) it was that the engine itself was smoother. It was mechanically more sophisticated, despite being an old design concept. It was the extra two cylinders. The Morris and the Ford made do with four, as the overwhelming majority of cars do, even today. The odd three cylinder and five cylinder engines that were occasionally used are unable to match up to a six either.

My time at university confirmed my experience. Dr. Swanson on the Balance of Reciprocating Machines. Assuming you can chew your way through some pretty complex mathematics, it can be demonstrated that an inline six cylinder engine will be naturally smoother than virtually all others, because the forces exerted by the moving parts will balance themselves out almost perfectly. There are certain choices as to exactly how the

moving parts are arranged, and only one combination achieves this perfection, which of course is the only combination ever used. Over my driving life I have enjoyed many cars but nothing has given greater pleasure than six cylinders under the bonnet. Not even the only V8, the 3.5 litre Rover, I experienced in a couple of cars, which went like thunder, pulled like a train and drank petrol at a fearful rate, especially when used to pull a caravan. In such circumstances it was the only car I knew where you could the fuel gauge actually moving!

Over the last 40 years it probably has to be BMW who have put the greatest number of straight sixes on the road (the owners club magazines is even entitled 'Straight Six') but such engines are now in the wane, a combination of legislation to save the planet and economics that makes them more expensive to build. I do not decry the abilities of modern four cylinder engines; they are a triumph compared with those of the post war period. They can be entertaining and lively. Engines today are significantly more economical than their predecessors, and the combination of a small engine being force fed by means of a turbocharger is quite formidable. Nevertheless, it is difficult to avoid the conclusion that they are an industry response to somewhat arbitrary standards that must legally be met. Some engines are also fitted with a balancer shaft, intended to smooth out vibrations. It is also the use of modern materials and engineering tolerances that enables such engines to give an acceptable service life. In reality, we rarely use cars these days until the engine is life expired, which was not uncommon at one time, but for all that it was and still is the case that the more you expect of a machine, the sooner it will wear out. Force feeding a small engine with a turbocharger is almost bound to accelerate wear.

Having driven many BMW cars over many years (my father in law was a BMW dealer) I can remember the change when the 320, a perennial BMW favourite, lost the four cylinder engine in 1978 and gained a six. A modest gain in performance paled beside the sense that you were now driving something different and special. The 320 retained the six pot right through to 2006, before being relegated back to a four. I now drive one of the last six cylinder ones and one of the present generation of turbocharged fours. Same engine capacity, same level of power, same performance, but the modern car, good as it is, doesn't give the same sense of occasion and sophistication. BMW still make sixes, but adding a turbocharger as they do, produces an almost fearsome level of power wholly unnecessary for use on Britain's busy and restricted roads.

The old Rover 100 initiated a lifelong attachment to sixes, but that didn't preclude my enjoyment of the many fours I have driven. Driving has been a pleasure since I got my first licence. But if you have never experienced a six, and many people have not, I urge you to try it if the opportunity presents itself before we all sink into an electric future.

**Mallard**

## Essentials to keep in your car this winter

Come snow, ice, sleet or rain, it's always good to be prepared. As we head into winter, IAM RoadSmart's Richard Gladman, head of driving and riding standards, has put together some practical tips on which essential items you should keep in your car in the colder months, to make sure you're equipped for every eventuality:

Keeping an ice-scraper in your car is essential in winter. Not only will it make fast work of the ice, so that you can be sure your vision is clear when you head off, a decent one with a sturdy handle will also prevent you freezing your fingers – or scratching your windows as you attempt to remove the ice with an old CD case!

Start long journeys with a full tank of fuel. Don't put off filling up - it's sensible to keep your tank at least half full to prevent you getting caught short later.

If you've broken down on the side of the road, the last thing you want is to be cold and unable to see your way around in the dark. So always keep a torch and set of batteries in your vehicle, along with warm clothes, a blanket and a high visibility jacket. And don't forget food and drink to stop your energy levels from dropping - bottled water is a must, along with Kendal Mint Cake and a flask of tea if you're from north of Rugby and born before 1975.

You never know when you'll need a first aid kit, so keeping one in the boot of your car is always handy for either yourself, or another road user if you're the first person at the scene of an accident.

The battery on your car can go flat at any time, whether you're popping to your local fish and chip shop or heading out on your first journey after several weeks off road due to the coronavirus lockdown. Make sure you keep a set of jump leads in your car so you can start your engine with help from another driver's vehicle if you need to.

An item that's often overlooked is the reflective warning triangle. This gives you extra security for a number of reasons such as breaking down in the dark. Put it out in accordance with the rule from the Highway code 274 which advises to "put a warning triangle on the road at least 45 metres (147 feet) behind your broken-down vehicle on the same side of the road, or use other permitted warning devices if you have them. Always take great care when placing or retrieving them, but never use them on motorways." You can buy these at larger petrol stations, most car supply shops or online at well-known retailers.

Most of us use a satnav to travel to unfamiliar places nowadays. But what if your battery dies and you can't find the charger for your windscreen mounted satnav, or what if it takes you the wrong way? Or you're in an area where there is no reception? The best thing to do is to refer back to your trusty road atlas, so don't forget to purchase an up-to-date copy every year and keep it in your car for when you need it. It will also amuse your grandchildren on long journeys as they roll their eyes at the weird world of Boomers.

Last but not least your mobile phone and a charger. Switch it to silent and place it in the glove box to avoid any temptation to touch it, but it will be there ready to use when and if you need it.

Richard says: "A journey can be a pleasant experience with the right planning. But it can turn into a nightmare if circumstances change and you do not have the right tools for the job at hand. Getting stranded either in suddenly changing weather conditions or in hours-long traffic will be more bearable if you can let people know where you are and stay in relative comfort until you're finally able to safely get to your destination and your next cup of tea."

## Is The Future Electric?

With the sale of new petrol and diesel cars being banned from 2030 we are being encouraged to move to electric cars to reduce the UK's CO<sub>2</sub> emissions. But how "clean" are electric vehicles? We need to examine not only emissions in use but also the emissions in their manufacture. At least one car manufacturer has changed its claim on emissions to zero CO<sub>2</sub> at the point of use because building an electric car can have a greater environmental impact than an internal combustion engine car. Volvo have said their Polestar 2 produces **24** tonnes of CO<sub>2</sub> to reach the showroom. An equivalent diesel powered XC40 produces **14** tonnes and each 100kW of battery results in **11** tonnes of CO<sub>2</sub> to produce.

Then there is charging the battery. Not all electricity is currently produced from renewable sources. With the proposed increase in electric cars, all needing charging, where is the extra generating capacity going to come from? True there are more offshore wind farms proposed but how many will be needed to service millions of electric cars. There is also the question of whether the present electricity distribution infrastructure could cope with the increased demand. I read that when someone wanted a charging point fitted to their house it was refused because the distribution cables in the road were running at 95% capacity. The costs and disruption involved to update the electricity distribution system to accommodate home charging would be astronomical. And what about people who live in flats, how would they home charge their cars? There are so many issues associated with electric cars that I don't think have been thoroughly thought out but must be addressed if we are to go fully electric.

Electric cars need batteries. The most common type is a lithium battery. This type of battery is also commonly used in mobile phones and laptop computers. Any battery has a limited life as its capacity will decrease over time and if not charged correctly its life can be significantly reduced. A report I've read says that the owner of one Nissan Leaf whose car is 4 years old is still on its original battery but its range is around 50% of what it was when new. This means that an electric car could require several battery replacements in its life and these batteries are not cheap. I'm sure we've all experienced our phones, laptops and other battery powered devices failing with shorter and shorter battery lifetimes. Some electric cars allow fast charging of batteries but doing this can generate a lot of heat so extra fans are needed to cool these batteries while charging.

Electric cars are currently more expensive than equivalent petrol or diesel cars, even with government subsidies, and in a few years how much would a secondhand electric car be worth if its battery is nearing the end of its life?

What is going to happen to all the old batteries? One proposal is to use them to store surplus energy from the national grid in addition to the practice of using pump storage power stations to store surplus energy at night but will there be any surplus energy with all these vehicles being charged? The alternative is to recycle them to recover the valuable materials but it has been reported that it can be difficult to recycle the materials used to recover the lithium.

Lithium batteries require lithium and other metals such as cobalt. Mining these and transporting them around the world all contributes to global emissions. Are we in danger of exchanging one environmental problem, CO<sub>2</sub>, for another caused by the environmental damage in mining the minerals needed to extract the materials for the batteries? Which is worse?

Will moving to electric cars reduce the UKs CO<sub>2</sub> emissions? Probably but I don't think it will reduce emissions as much as predicted as there are many other sources of CO<sub>2</sub>. There is one source that currently puts around 7 million tonnes of CO<sub>2</sub> into the atmosphere every day and is increasing daily and very little can be done about it. I'll leave you to work out what it is.

Irrespective of how many electric cars there are, it will not reduce the reliance on oil as many of the materials used in the manufacture of any vehicle, including electric vehicles, still need oil derived products. All vehicles need lubricants and these, as well as many of the electrical insulating materials, essential in any electrical system, are derived from oil. Oil will still need to be refined to produce these lubricants and other materials but what will happen to the "by-products" i.e. petrol and diesel?

[The silent cost behind the world's electric vehicle revolution | National Geographic](#)

# And Finally.....

A bloke from Lancashire buys a budgie. All the bird does is struts around his cage all day shouting "I'm a Yorkshire Budgie and I'm hard as nails!". The bloke gets tired of this, and thinks "I'm gonna fix you!" so he put a parrot in the cage with him and goes to bed. Next morning he finds the parrot dead and the budgie's still shouting "I'm a Yorkshire Budgie and I'm hard as nails!" So the bloke thinks I'll sort you out mate and put a Kestrel in the cage with the budgie, just before going to bed. The next morning he finds the Kestrel dead, and the budgie still strutting round the bottom of the cage shouting "I'm a Yorkshire budgie and I'm hard as nails!" Getting fed up now, the bloke put a golden eagle in the cage thinking "This will surely sort the budgie out! Next morning, he came down to find the eagle dead, but the budgie was laid at the bottom of the cage not moving, looking bedraggled and with no feathers on at all. The bloke smiles and thinks finally I've done for him, just as the budgie opens one eye, looks up at him and sez "By 'eck! 'e were big un! I had to tek mi bloody coyt off for him!"

## **This Month's Teaser**

An electric car once held the land speed record. What was the highest speed recorded and in which year was it achieved?

## **Last Month's Teaser**

Last month I asked "Approximately how many Christmas cards are sent in the UK each year?". The answer is approximately 900 million.

# Your Committee

|                      |                 |              |                                |
|----------------------|-----------------|--------------|--------------------------------|
| Chairman             | Janice Haigh    |              | myam.chairman(at)outlook.com   |
| Secretary            | Paul Macro      |              | myam.secretary(at)outlook.com  |
| Treasurer            | Rosie Bricis    | 0113 2534528 | myam.treasurer(at)outlook.com  |
| Membership Secretary | Position vacant |              | myam.membership(at)outlook.com |
| Youth Liaison        | David Speight   |              |                                |
| Speaker Secretary    | David Speight   |              |                                |
| 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       | Position vacant |              |                                |
| GDPR Manager         | David Rockliff  |              |                                |

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

David Speight has taken on the role of Speaker Secretary but we still need a minutes secretary for our committee meetings as well as a Chief Observer and someone to look after the Website. Please contact any member of the committee if you are interested in any of these positions.