

ARE WE THERE YET?



Mid Yorkshire Advanced Motorists Newsletter

July 2025

iam
RoadSmart

Group Number 4178
Registered Charity Number 1053843





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Cover Photo – Fire Engine at Beamish Museum

Spotted during a recent half term visit to Beamish, The Living Museum of the North, during one of their vintage transport days. This museum is well worth a visit but you need a whole day to see everything but your ticket is valid for a whole year.

Forthcoming Gatherings and Events

Friday 4th July 2025 3pm to 9:30pm	Thornes Park Classic Car Show	Thornes Park, Horbury Road (A642), Wakefield
Monday 7th July 2025 7:30pm	MYAM Car Show William Merritt converted cars and Electric Cars	Birkenshaw Liberal Club 10 Croft Street Birkenshaw, BD11 2HT
Sunday 13th July 2025 10am to 4pm	Walton Classic Car Show	Walton Sports & Social Club, Shay Lane, Walton, Wakefield WF2 6LA
Sunday 3rd August 2025 10am to 5pm	MG Classic Car Show	Nidderdale Show Ground, Pateley Bridge,
Monday 1st September 2025 8pm	Carlisle to Vaduz – but when? David Rockliffe	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.

Please note there is no social meeting in August and there will be no Zoom link for the July meeting.

We would like to welcome you to our social meeting on Monday 7th July at the slightly earlier time of 7:30pm to use the lighter evening to show a collection of Electric Vehicles on the hard-standing at the clubhouse end of the car park at our venue the Birkenshaw Liberal Club. This meeting will be our in-house Electric Vehicle (EV) evening and will be held outside the clubhouse. EV's have been kindly offered to us for the evening by Neil Simpson Skoda (last month's very interesting rally driver speaker) facilitated by Bob Rowles and Ken Newton; and some of our EV members have also kindly offered to show their cars; plus Jayne Sorrell, a previous speaker from the William Merritt Centre, will be showing us one of their adapted cars.

We also ask if any member with an electric car would be willing to bring it along and answer any questions that members may have about owning and running an electric car. If you have an electric car and would be willing to take part in the event could you let either myself or our speaker secretary Sally know via the email addresses on the committee page.

From The Editor

Our July meeting will be different to our usual social meeting as it will start outside in the car park and will feature several electric cars and cars converted by the William Merritt Centre courtesy of two of our previous speakers

I'm getting very mixed information on electric cars as some reports say sales are increasing whereas other reports say many car manufacturers are rethinking their transition to electric vehicles due to falling demand. The secondhand electric car market appears to be better but does rely on a steady stream of used cars becoming available. However electric cars appear to depreciate more rapidly than ICE cars meaning the cost of a secondhand electric car is often comparable with an equivalent ICE car. There is also the question of the state of the battery. If it hasn't been looked after then the range can be compromised. The technology is also changing rapidly meaning that some early electric cars with a significantly reduced range compared to more recent cars are virtually worthless and battery technology changes could also reduce the value of current cars.

As I write this it has been reported that the Beamish Living Museum of the North has been named Art Fund Museum of the Year 2025. We have visited this museum on many occasions in spite of the two hour drive to get there. For those who have never been, it comprises a number of areas each dedicated to a specific time period ranging from the 1820s to the latest section covering the 1950s, a period I just about remember. Transport between the sections is by tram or trolley bus. You really need a whole day there to see everything but your ticket is valid for 12 months making a return visit easier.

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 one new member
transferring from the Hertfordshire group

Tony Geeson

Congratulations

On passing the Advanced Test

David Cooper - Observer Ed Nash
Anshuman Sengupta - Observer Paul Everest

Both passed with a F1rst.

Richard Kempner - Observer Ken Newton

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You wait for ages for a steam vehicle to arrive then several turn up!

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](https://www.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 $\frac{1}{2}$ 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.

June Meeting - Neil Simpson Rally Driver

Some of you may know Neil Simpson as the Dealer Principal of Simpsons Skoda of Preston and Colne but he has had a long association with motoring as a successful rally driver. Having been driving from an early age, moving cars in the garage owned by his father, he passed his driving test on his 17th birthday. He was then able to follow his passion Rally driving.

In his first rally he started 148th out of 150 rising to 120th after the first stage finally finishing 10th. His father's garage sold Peugeot cars so these were the cars that were rallied. From 1991 to 1993 he rallied a Peugeot 309 GTI and for the following year a 1.9 205 GTI. His allegiance changed in 1995 when the car was a Nissan Sunny GTI. It should be mentioned that although the cars looked like the normal road going cars they were highly modified to reduce weight and to endure the rigours of the rally stages.

A Ford Escort RS2000 followed then in 1997 Neil moved to Volkswagen rallying a VW Golf. Then followed a VW Golf TDI which was unusual in the rallying world but proved it could be done.

Around 2001 his father decided to retire from the car business passing it on to Neil. About the same time Peugeot had decided to withdraw the car franchise so Neil approached VW, with whom he had established a very good relationship through his rallying and work he had done with them to develop various aspects of car design. He was offered SEAT or Skoda, both part of the VW group, and chose Skoda.

Having the Skoda franchise led to the Skoda Fabia S2000 rally car in 2014. When asked if there was anything in common with the road going Fabia he thought for a moment and said "the door handle!"

I think he could have kept us enthralled for much longer as the meeting ended much later than usual. Thanks to Bob Rowles for introducing Neil to our group and he has promised to bring an electric Skoda to our July meeting.



Drivers Of Older Vehicles Could See Car Tax Scrapped Under New Proposals - 'Net Zero Shambles'

Chancellor Rachel Reeves has been urged to scrap Vehicle Excise Duty on cars over 12-years-old instead of offering more incentives to buy electric cars.

It comes after the Alliance of British Drivers argued that removing VED for older vehicles would be a more effective use of public funds than channelling money towards "relatively wealthy" new car buyers.

The ABD released a statement opposing demands by industry experts, including the Society of Motor Manufacturers and Traders, for tax cuts on new electric car purchases.

The group maintained that subsidies must be "paid for by the public in some form or other" and suggested supporting drivers struggling to maintain older vehicles represents a more sustainable approach to transport policy.

ABD Policy Director Brian Gregory explained: "Subsidies and tax cuts do not grow on trees, they have to be paid for by the public in some form or other.

"If public money is to be used to assist drivers, it should not be channelled towards the relatively wealthy who can afford new cars.

"Instead, we would be more inclined to support help for those struggling to keep their older cars on the road, which is often the most sustainable option. Scrapping VED on vehicles over 12 years old might be a better starting point."

The ABD emphasised that maintaining existing vehicles frequently represents the most environmentally sustainable choice.

The proposal to eliminate VED for vehicles over 12 years old comes as the ABD challenges what it calls "the whole net zero shambles".

The organisation pointed to international developments, noting that the US is planning to scrap all electric vehicle subsidies while the UK Government has ramped up its Zero Emission Vehicle mandate.

According to the ABD's research, keeping older vehicles on the road often proves more environmentally beneficial than manufacturing new electric vehicles.

In the group's "Cradle to Grave" report, it suggests that manufacturing a battery-powered electric vehicle creates approximately 20 tonnes of CO₂ compared to as little as six tonnes for a comparable conventional vehicle.

Electric cars 'break down more often', reveal both What Car and the AA

Electric vehicles break down and leave drivers stranded at the roadside more often than their petrol and diesel engine equivalents, owners reveal. Of the 30,000 drivers who completed What Car’s latest Reliability Survey over the past two years, one in ten (10.9 per cent) said their motor had suffered a fault that rendered it undrivable.

However, when reviewing the feedback from motorists by vehicle fuel type, the poll suggested that drivers of EVs are more likely to need to call for breakdown assistance. Of the battery car drivers who filled in the survey, 16.8 per cent said their car had broken down in the last 24 months. That compares to just 10.7 per cent of petrol car owners. Hybrids (14.1 per cent) and diesels (15.4 per cent) too had a statistically lower rate of breakdowns, the report said. And it also went on to show that when electric cars do suffer issues, they are less likely to be repaired at the roadside by a breakdown patrols, meaning drivers cannot continue on their journeys.

The report comes in the wake of AA bosses claiming that EV breakdowns are more common despite a general misconception that they are more reliable because they have fewer moving parts than a traditional car. EV drivers reported that only in one in four instances where their battery cars were stranded at the roadside did the breakdown company manage to permanently fix the issue so they could get back on the route.

In contrast, two in five petrol car owners said a patrol had them back on the road again after being called out. Unsurprisingly, EVs were the fuel type most commonly transported (because they can't be towed due to the risk of damage to the e-motors if the driven wheels are rotated) to garages for repairs. In 40.6 per cent of EV breakdowns, the cars had to be recovered from the roadside, whereas only 29.6 per cent of petrol cars were towed to nearby garages or the owner's home.

Fuel type	Broken Down	Permanently fixed	Temporarily fix	Towed	Not towed
Petrol	10.7%	40.1%	22.7%	29.6%	7.7%
Diesel	15.4%	30.4%	26.0%	36.5%	7.1%
Hybrid	14.1%	33.8%	30.1%	32.3%	3.8%
Electric	16.8%	25.0%	20.8%	40.6%	13.5%

Source: WhatCar? Reliability Survey based on feedback from almost 30k UK car owners

The report comes just days after bosses at the AA reported that it is attending a higher share of electric car breakdowns than petrol and diesel.

Jakob Pfaudler, CEO at the breakdown service provider, said EVs are prone not only to punctures and flat batteries like all cars with internal combustion engines, but also to a host of problems relating specifically to electric models, including jammed charging cables and technical glitches.

That’s almost as impressive as the record for hybrid cars: 91 per cent of these were fixed for free, and only 2 per cent of owners reported having to pay over £1,500 to have issues resolved. While petrol cars suffer fewer breakdowns than EVs and hybrids, they are more likely to land owners with repair bills: only 76 per cent of petrol cars were fixed for free, owners told What Car? Diesels are the least likely to be fixed gratis, though: only two thirds of drivers had the cost of their car repairs covered.

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September Meeting

As a taster for our September meeting here’s a photo from David Rockliffe.



No prizes for knowing the model of the car or the location as I’m sure David will reveal both during the meeting but I do note that it is parked on the left hand side of the road as if it was still in the UK.

This is also another opportunity for me to ask if anyone has any photos or items they think would be suitable for the newsletter. Just send them to me at the email address on the committee page or hand them to me at one of our social meetings.



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4X4 Charity Run 2025

Sunday 5th October 2025

Do you own a 4x4?

Would you like a family fun day out?

JOIN US this October for our Charity Run in aid of PARKINSONS UK.

Take in the illustrious views of North Yorkshire as we travel in convoy to the Bradford Industrial Museum.

Entry is £25, you will receive a rally plaque, keyring and entrance to the Museum. ALL proceeds will be donated to Parkinsons UK,



Sign up TODAY by visiting our website via the QR code.

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Motorists spend more than £1,000 on pothole repairs, study reveals

- A fifth reported needing vehicle repairs at least once in the last 12 months due to pothole damage, often discovered during routine servicing or MOT checks.
- Three quarters admitted to braking sharply to avoid potholes in the last year.
- Almost all motorists have swerved at the last minute to avoid a pothole.

Motorists are forking out thousands of pounds to repair pothole-related damage to their vehicles, according to new research by road safety charity IAM RoadSmart.

A survey of 1,855 IAM RoadSmart members found that five percent of motorists spent more than £1,000 on repairs to damaged tyres, suspension, and steering, due to poor road conditions over the past 12 months.

A quarter (26%) of respondents said they stumped up to £200, and a further quarter (24%) spent between £300 and £600 on repairs. Based on the survey, drivers spent an average of £320 in between 2023 and 2024.

Over a fifth of (22%) motorists reported needing repairs at least once a year due to pothole damage, often discovered during routine servicing or MOT checks.

The state of the UK's roads is also affecting safe driving. Three quarters (74%) of motorists admitted to braking sharply to avoid potholes on journeys in the last 12 months, while almost all motorists (99%) admitted they were frequently forced to drive or ride in the middle of the road to avoid potholes or crumbling surfaces within their path.

The same proportion were found to have swerved at the last minute to dodge potholes, and almost all motorists (94%) confessed to taking their eyes off the road ahead over the last year looking out for potholes.

Unsurprisingly, the poll revealed that more than half (52%) of motorists think the roads have deteriorated in the past 12 months.

Earlier this year, the UK Government announced a £1.6 billion investment to improve road conditions and repair seven million potholes by 2026. However, research published earlier this year by the Asphalt Industry Alliance (AIA) revealed a one-off cost of £16.8bn was needed just to bring UK roads up to an adequate condition. Even worse, it found that 52% of local roads have less than 15 years useable life left in them.

IAM RoadSmart Policy and Standards Director Nicholas Lyes said: "Potholes are not just a costly inconvenience; they pose a danger to motorists and cyclists alike. The financial burden on motorists due to pothole damage can be substantial, with many facing unexpected repair bills of hundreds of pounds. In 2023, there was a 12 percent year-on-year increase in the number of casualties where defective road surfaces were identified as a contributory factor. Addressing this issue is crucial to ensuring the safety of our roads and reducing the economic impact on motorists and businesses alike."

It is worth contacting the local council if your car is damaged by hitting a pothole. You may be able to claim compensation for the damage especially if they have identified a pothole but it hasn't been repaired. (Ed)

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New Driving Licence Rule 'Quietly' Comes Into Force

New driving licence regulations that came into effect this week have "opened the door" for thousands of motorists to benefit.

UK drivers holding a standard category B licence (commonly held for cars) can now operate electric and hydrogen vehicles weighing up to 4,250kg, an increase from the previous limit of 3,500kg. The change is automatic, and drivers are not required to update their licences.

With the weight limit now raised to 4,250kg for electric and hydrogen vehicles, many drivers can legally get behind the wheel of larger vans or people carriers without any extra paperwork or training.

But while the rules have relaxed, the responsibility has increased. These vehicles are heavier, and that affects how they handle, particularly when braking, cornering, or towing.

And Finally.....



Run the Spell Checker please

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This Month's Teaser

How many "classic" Issigonis designed Minis were made between September 1959 and October 2000?

Last Month's Teaser

Last month I asked "When did the original MGB begin and end production?"
Production started in 1962 and ended in 1980.

Your Committee

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