

# ARE WE THERE YET?



Mid Yorkshire Advanced Motorists Newsletter

October 2020



Group Number 4178  
Registered Charity Number 1053843





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### **Cover Photo – My Brothers New Car**



We're back in Tanworth in Arden for this month's cover picture. This time it's the MGB GTs replacement, a Morgan Plus Four. Hand built in Malvern this iconic British sports car has a loyal following. I'm hoping that at some point I'll be able to report on a visit to the factory.

Photo by Brian Wevill

# Forthcoming Gatherings and Events

## MEETINGS CANCELLED

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. We will be reviewing the situation regularly and hope to resume the regular meetings as soon as possible following the review.

For more information on observed runs please visit our website:-

<https://www.iamroadsmart.com/groups/midyorkshire>

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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## 88-Year-Old Veteran's Walking Challenge

Fundraising veteran 88-year-old Jeffrey Long MBE will be walking from Bridlington to Filey in a bid to raise funds for the RNLI starting at Bridlington RNLI Lifeboat Station at 10am on Thursday 24th September. From there the veteran paratrooper will walk nearly 20 miles along the coast to Filey.

This is the first of four walks that he is undertaking to help raise money for the RNLI, the charity that saves lives at sea. With over 238 lifeboat stations across Britain that provide 24/7 assistance to those in need on the water and 95% of the people that serve those stations are volunteers. Jeffrey said that he's looking forward to raising funds for the charity, 'I'm going to walk as many miles as I can, to keep the boats afloat and the crews saving lives at sea.'

The walk from Bridlington to Filey is one of a number of walks that the veteran paratrooper aims to complete in 2020, including one from Linton-on-Ouse to York on behalf of the RAF Benevolent Fund.

Anyone wishing to donate to Jeffrey's walk between Bridlington and Filey can visit <http://virginmoneygiving.com/JeffreyLongMBE2> and updates will be posted on various RNLI social media outlets on the day of the walk.

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I think someone I know has Covid-19 as he's lost his sense of taste – He's wearing all his old 70s clothes!

## **From the Editor**

It looks as if our plans to hold the AGM in November at the Carlton Club have been well and truly scuttled by changes to the Covid 19 regulations so we are looking into holding the AGM by means of a video conference. We can't be sure when things will get back to some form of normality but the committee are in the process of planning social and other events for next year ready for any easing of the restrictions. In the meantime if you would like to attend the "virtual" AGM please email me to express your interest and we will send you details of how to attend nearer the time. Please note that although all our members are welcome to attend only full members may vote at the meeting.

Just before the new restrictions came into effect Caroline and I managed a day out to Wray Castle in the Lake District. Although the castle itself was closed we had an enjoyable walk around the grounds and it made a welcome change to being stuck at home. On the way we made a short visit to an unusual listed building which will be featured on next month's front cover.

I'm not sure if it's a consequence of the lockdown but I've had an increased number of contributions for the newsletter from our members and some non-members. As I said last month these are most welcome. I may not be able to publish them immediately but, rest assured, they will be used at some point. At times it can be a juggling act to fit all the items into the 16 pages but there are a few tricks I use to get them to fit. As an aside I try to keep the number of pages to a multiple of four as this makes best use of the paper for the printed copies. I'm always on the lookout for pictures for the front cover so if you have a picture you think would be suitable please send it to me.

### **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.

## GROUP MEMBERSHIP NEWS

# Welcome to the Group

### New Associates

**Bart Blok, Charlotte Brewer, Susanne Frusher,  
Joshua Kendrew, Craig Rider, Harriet Wheat**

# Congratulations

**No tests this month.**

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### **Don't You Just Love Technology?**

There I was standing in the queue outside one of the banks in Halifax waiting to pay a credit card bill. We no longer have an account with that bank, but we have their credit card as a back up as our main card currently has a lower credit limit. Because of that on the few occasions when we use that card we pay the bill by cheque. As I was waiting, a member of staff was walking along the queue asking people what they wanted to do in the bank so she could direct them to the automated teller machines or wait in the queue for the counter. When asked, I said "Paying a credit card bill by cheque from a different bank" expecting to be told to stay in the queue but she said it was possible so I was allowed to enter the bank and wait for assistance by the machines.

When it was my turn I told the assistant what I wanted to do and she said it should be possible so we went ahead, selected the appropriate pay bill option, then put the bill slip and the cheque in the slot and waited. "It's as simple as that" she said but before I could say anything the machine rejected the transaction and ejected the slip and cheque. "Oh" she said, "Never mind I'll take it to my colleague at the desk." I was OK with that as long as I had the appropriate stamp on the bill to say I'd paid it.

So much for all this "wonderful" technology. They might get it to work one day. Until then I'll rely on the face to face contact with a real person.

Thinking about it I'll have to try that next time I have to pay a bill by cheque as I managed to bypass the whole of the queue and was out of the bank in less than 10 minutes rather than the 20 or so minutes it took last time I had to pay a bill by cheque.

# 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)**

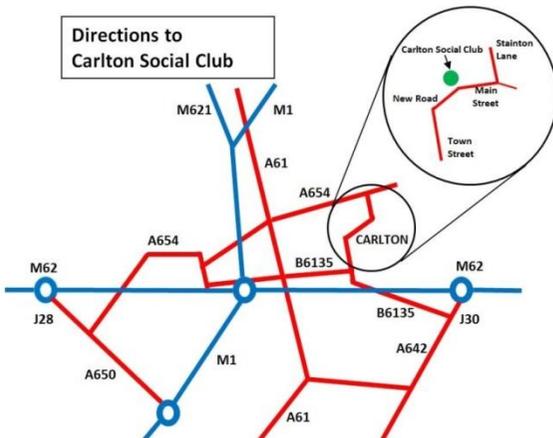
Mid Yorkshire Advanced Motorists (MYAM) is committed to looking after the information that it holds on behalf of its members in a way that complies with the General Data Protection Regulations (GDPR).

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.

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.

From the M62 East leave at junction 30 and take the A642 towards Wakefield.

There is a car park with overspill parking available on the grass area opposite the club.

## A Tale of Two MGBs - Part 2

Following on from last month's précis of the rebuild of my MGB GT, this month we describe how I came to acquire and restore my 1966 MGB Roadster.

Back in early 1994, whilst still working on the GT, a work colleague told me of a neighbour who had a 'sports car' in his garage, he was due to move house and wanted to get rid of it in a hurry.

So that afternoon, when we'd finished work, I went to Walsall to see what was hidden in the garage, still not knowing exactly what it was. On opening the door, I was met with the sight of a very dilapidated, black MGB Roadster, but having established that he had a valid V5 registration document, I asked what he wanted for it, his reply, "You get it out of my garage by the weekend, it's yours". I immediately called a friend who has a Breakdown/Recovery and Garage business not too far away, and arranged for him to bring a trailer the following day. The car was duly taken to his garage, and I took the opportunity to use his industrial strength steam jet wash to see exactly what I'd got. The results were pretty horrifying with much of what should have been metal, disappearing before my eyes, I even found that it had been 'strengthened' by someone hammering pieces of 3" x 2" timber down the length of both sills, I dread to think how it passed its last MOT 5 years previously, or of anyone risking life and limb driving it.



**New front end fitted**

Over the next ten years or so, the car was moved from one place of storage to the next, before I finally stripped it down to its component parts. I set about rebuilding the monocoque, and to say it tested my skills with the MIG welder is an understatement, but I never gave up the goal of getting the project completed. By 2006 the shell had been rebuilt, with new sills, floors, a complete new front end (courtesy of British Motor Heritage), new front and rear wings, bonnet and boot lid. I'm

not too sure just how much of the original car was left, and I wondered if I would have been better buying a complete 'Heritage' shell, but I was very pleased with the result.

By 2009, the shell had been sent away to be professionally repainted in its original 'Tartan Red'. Also about this time I had a call from my old friend and parts supplier, Jon Miller, asking me if I needed any parts for my project, as he was 'retiring' and going on a world cruise, I'd only spoken to him about a week before, when he'd been talking about his plans to expand his business, so this came as a bit of a surprise, but he went on to explain that he and his partner had just won the jackpot on the National Lottery, lucky S\*ds. I immediately went on a spending spree, buying what I thought I would need to complete the car, he also had my seats reupholstered and interior panels remade in black leather with red piping. It later became apparent that I had nowhere near all I needed to complete the project, but, with my contacts at the MG Owners Club spares department, I arranged a very good deal for them to supply all my parts requirements.



**Before and after repainting**

I'd started my own property maintenance business in 2004, and I had little time to devote to the Roadster, which resulted in it often being put on the back burner, with progress going forward in fits and starts. But by 2017 the engine had been taken to Peter Burgess in Derby, a well known authority on 'B' series engines, who rebuilt it to a very high standard, with the head being 'ported' and converted to run on unleaded fuel, the engine was bored out to 1860cc and components lightened and balanced. The result was a very desirable power unit.



**Just a few adjustments to make**

By late 2018 I had retired, and was able, with a little help from my old friend and MGB Guru, Roger Parker, together with his talented motor mechanic son, Matt and my brother Keith who's a bit of a wizard with auto electrics (*he had to say that!! - Ed*), to make good progress with the car, and on 16th August 2019, the engine started for the first time since 1988.

Over the next few weeks, the brakes, clutch and electrical system were returned to full working order, and we had the engine running

perfectly. However, work came to a halt early in 2020 when I went into hospital for a knee replacement, but by 1st June, the car was complete, insured, taxed (albeit at no charge), and as it is MOT exempt, ready for the road, (I would have struggled to get an MOT test for any car, with all my local MOT stations being closed due to Covid-19 - but I have since had it tested for 'peace of mind' - it did, of course, pass with flying colours). To my great joy it proved to be an absolute dream to drive, with the engine running more smoothly and powerfully than any MGB I have ever driven.

So, after 26 years 2 months and 2 days in my possession, and 32 years since it was last driven on the public roads, Tartan Red MGB Roadster FUB 393D returned to the highways. Incidentally the observant amongst you will note that it has a Leeds registration, do any of you recall seeing it cruising the local area? or are you, like me, far too young to remember that far back, my brother of course, remembers 1966 as if it were yesterday, but he is so much older than me! *(only 2 years and I know that you do remember 1966 - Ed)*



**Finally finished**

As mentioned last month, my GT was sold, partly to help finance its replacement, but really to make room in the garage for this month's cover photo, my new Morgan Plus Four, a car I've yearned for since, at the age of 12 *(in 1966!!)*, seeing one that belonged to a neighbour - "All good things come to those who wait!" - and it now shares garage space with "The Roadster"

**Brian Wevill**

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## **UK LANDROVER EVENTS, North Yorkshire Off-Road Centre, 4 x 4 Experience Day**

It was an innocent, sunny Sunday morning in Robin Hood's Bay when I reluctantly climbed into the back of the Land Rover Defender, the instructor, Colin, in the driving seat and my dad silently wetting himself with both excitement and terror in the passenger seat.

After a detailed and well-instructed run-through of how to drive the beastly machine and where to put your feet and hands, if (and especially if) it all goes Pete Tong, Dad gracefully clambered into the driver's seat and to my dismay, we were off, at a terrifying speed of 3mph!

After a lifetime of Dad being an extremely competent driver, it was both hilarious and deeply concerning to witness him struggling to keep the steering wheel straight, when it felt like a serious matter of life or death; (well, for the sheep in the nearby field anyway).



Admittedly, with Colin relaying orders to Dad as often as a wife might, he seemed to get the hang of it and surprisingly, bloody-well enjoy it! If anyone knows the grumpy guts known as my father, this was an almighty achievement! We survived through every hill incline, downhill, side angle drive, and hill reverse that Colin put us through, and he was excellent at guiding us through what not to do (duly noted), and how to get us out of sticky situations (pay attention, Dad), such as failing a hill and how to

perform an emergency stop off-road.

The drive was going well and I'd just about finished writing my eulogy in the back when Colin told Dad to park up and asked me if I wanted a go. I could have belonged with the sheep in the field as I blinked numbly at them both from the back. But, after some encouragement from them both, my body somehow found itself in the drivers' seat, my dad now the one reluctantly climbing into the back.

As someone who's only ever tested biting point once before in the family car, and tried an hour on a moped course, I think I did well! Colin did say that Land Rover Defenders are completely different to driving a normal car, so drivers had to go through the process of forgetting years' worth of habits and practically do the opposite with the pedals than they'd do usually. So it was no surprise that non-drivers would find this easier initially. Colin guided me through the same circuit as Dad, and when we pulled up again, we both got out of the Defender buzzing with adrenaline and a sense of achievement.



Our well-known family motto is "die trying", so it was nice that we managed to survive this experience, to the point where we recommend everyone to give it a try! If you're too much of a wimp, there's some glorious coastal views surrounding the circuit if you can't bear to try it or even watch your loved ones whilst they do!

**Written by non - driver Lucy Ford**

## 2020 AGM

As you probably know, our AGM should have been held in May, and, in the past, we have made this into a social evening where MYAM Members may bring a guest, and Associates may attend to meet other Members and see how MYAM is run. We also hold a buffet, and everyone is welcome. The AGM and the Christmas gathering in early December are two of my favourite events.

When the lockdown was introduced in March, we naïvely hoped it would be lifted in time for our AGM, but we soon realised that this was not to be, and other arrangements would have to be made. The Charity Commission rules state that an AGM must be held within 18 months of the organisation's last AGM, and, as a result, we must hold ours by mid November this year.

Last month, I paid a short visit (socially distanced, of course!) to the Carlton Social Club to discuss the situation and learned that they were able to accommodate thirty people in each room at any one time. As a result, it was decided at the following committee meeting to hold a face-to-face AGM, but to allow only Full Members of MYAM to attend. In spite of the reduced attendance, it would allow some of us to meet in person and catch up with friends and acquaintances.

Then, as I was on the point of penning a newsletter article with this pleasant news, regulations were issued yesterday which put paid to our plans! For the foreseeable future, only six people are able to gather for social events in this area, and so we are now looking at alternative ways of holding our AGM.

Many organisations are successfully using "virtual" meetings (Teams, Skype, Zoom, etc.), as we are doing for our MYAM committee meetings, and this would therefore seem like the best way of complying with all the rules issued by the Government and the Charity Commission. We are therefore looking at the best system to use, so that you will be able to take part in the meeting if you wish.

As time is running out, I would be very grateful if you would let us know urgently whether you would be able and willing to take part in a virtual AGM. We need to be sure we have a quorum for the meeting, and so an immediate reply to Keith, the newsletter editor, at the e-mail address on page 16 would be much appreciated.

Please remember all our Members are important to us, and the newsletter and the AGM are the main ways of staying in touch.

We look forward very much to hearing from you.

**Very best regards - Janice**

# It's Hybrid-matic!

For the past two years, I've been driving a hybrid Kia e-Niro and thought it was about time I shared the experience with you all.

As a brief overview the car is a nice place to be. While not dynamically the most engaging vehicle I have ever driven, the cabin is comfortable, the technology is up to date with all of the functions we expect from a modern infotainment system and the heated seats are a blessing on chilly morning.

The heated steering wheel, which I laughed at when the car was delivered, has proven to be a fantastic feature and should be one of the first ticks on the specification sheet when purchasing any new car.

The car will travel a distance in all-electric mode and in the case of the Kia, the range is shown as 35 miles - this has proved to be generally accurate.

I charge the car overnight at a cost of around £1.60, well this is what I am told. This allows the Kia to carry out the basic trips like popping to the shops and various family necessity runs on battery alone.

When using this mode, it is not unusual to see 99mpg for a period and the eerie silence of the car can be reminiscent of a milk float, just without the chinking bottles. Slowing down is mostly achieved with regenerative braking, with assistance from the mechanical system when required.

The only anomaly to this is that with a fully charged battery the re-gen braking is lacking; I suppose if it doesn't need any power it won't try to make it.

The car is a regular visitor to the delights of the A1M on the commute to Welwyn Garden City and with a fully charged battery on setting off will happily do the first 35 miles at motorway speeds on full electric mode.

When the battery depletes the propulsion, mode changes to hybrid and the ICE (internal combustion engine) starts.

The Kia then becomes a straightforward petrol engine driven through the front wheels via a six-speed DSG gearbox and it performs as you would expect a modern 1600cc petrol car.

Slowing down will still use regenerative braking in the first instance but only to keep the hybrid part of the battery topped up. Another bonus is the fact that I can save the 35 miles to use in town by manually selecting hybrid mode (HEV) from the off and the battery will remain fully charged until I select electric mode (EV).

I have noticed some little glitches in the system that can be annoying until you learn to overcome them. A slight hesitation is often present in EV mode (apparently designed to prevent maximum torque pull away destroying the tyres), the transition from re-gen braking to the mechanical system sometimes lacks smooth progression and can be a bit grabby - but most would argue that is me not the car.

As you can expect the mpg figures vary considerably depending on the way I drive. A spirited session making use of the available acceleration and progressing to the speed limit at every opportunity can see the mid-40s achieved, where a more restrained style with judicious acceleration can return mid-60s. In either instance it's better than a petrol-only car of a similar size.

As a useful everyday vehicle, the hybrid has been an excellent choice. The performance and economy have been good and so far, the reliability has been excellent, except for the aircon which has a mind of its own.

It is a shame the government seems not to value the technology as it would appear hybrids are demonised in the same way as petrol and diesel cars. The fact that they too are being banned by 2035 in new vehicles will likely mean the development of the HEV has gone as far as is likely.

I now wonder if I can get the Mustang MACH-E on the company car list? Before anyone says it, I know it's not a Mustang, although 'Battery Pony' would be a great name for a car.

***Richard Gladman, head of driving and riding standards at IAM RoadSmart.***

# And Finally.....

## Run the Spill Chucker Please



I spotted this in the window of a well known bank named after a local town. Looks OK until you look carefully. The writer obviously doesn't know the difference between metres and meters.

Should we be two gas, electricity or water meters apart?

It reminds me of an incident where a water level gauge had been set up on one of the lakes in Snowdonia. These comprise a rotating drum which records the level by means of a pen which moves up and down with the water level. The gauge was normally left for a few days then recovered.

However some of the local kids had discovered it, carefully removed the cover, used the pen to write a few obscenities on the paper then reassembled it. Such was the standard of their education they couldn't even spell them correctly!

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## **This Month's Teaser**

Which was the first National Park in the UK and when was it established?

## **Last Month's Teaser**

Last month I asked "Where was William Morris's original garage" It was of course in Oxford.

# 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	David Rushfirth	01924 211510 07966 134045 Contact after 5pm	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	David Rushfirth	See above	myam.webmaster(at)outlook.com
Newsletter Editor	Keith Wevill	01274 815281	myam.newsletter(at)outlook.com
Chief Observer	David Rushfirth	See above	myam.webmaster(at)outlook.com
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. Please contact any member of the committee if you are interested this position.**