

# ARE WE THERE YET?



Mid Yorkshire Advanced Motorists Newsletter

September 2020



Group Number 4178  
Registered Charity Number 1053843





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### **Cover Photo – My Brothers MGBs**

Having finally completed the restoration of his 1966 MGB Roadster my brother and I took the opportunity to take a few photos of the Roadster and the GT on the green at Tanworth in Arden.

See page 12 for part one of the story of the restoration of the two cars.

# 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.

The AGM has now been scheduled for November 2nd at the Carlton Club and, to this end, the AGM agenda and the 2019 AGM minutes are published in this newsletter and a committee nomination form has been sent with this newsletter. The accounts will be available at the AGM.

However we will be limited in the number of members we can have in the room. Full details will be published in the October newsletter.

The rescheduling of the AGM will not affect the 2021 AGM which will be held, circumstances permitting, in May 2021.

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### **Pathfinder Yorkshire - October 2020 - Under 17 Car Club**

For those of you who aren't aware, the Pathfinder Course is a 5 day session for 15 -17 year olds learning to drive in a safe, controlled, fun way, giving them an early start to staying safe on the road. IAM RoadSmart & ROSPA instructors (our observers) coach them along, using Roadcraft as the basis.

Throughout the week items such as peer pressure, attitude, speeding etc are also discussed with the students. Their parent/guardian accompanies them throughout and we regularly find they too take away something from the course and many have signed up for our Advanced Driving course after attending.

Inevitably, through 'you know what' our Easter and July sessions earlier this year had to be cancelled. The Under 17 Car Club have been working hard to set up a safe covid system which is now in place for future Pathfinders and bookings are being taken for the next course running October 26th - 30th 2020 at Driffield in East Yorkshire. Bursaries are available for students from our area courtesy of MYAM. For more details have a look at [www.under17driver.co.uk](http://www.under17driver.co.uk)

You may have a youngster in the family who could benefit from the course, or you may want to help out in some way. There's a chance we may need more instructors this year, we all usually muck in with what's needed during the week but will now need someone to maintain the covid compliance process and importantly; catering ie. keeping the urn going, washing up and sarnie runs - vital work!

Ian Goring is the Course Coordinator and can be contacted on [ian.goring@btinternet.com](mailto:ian.goring@btinternet.com) with any queries.

## From the Editor

Once again I've been pleased with the contributions from our members. This makes my job a little easier so thanks to those contributors. This month's issue is bigger than usual as I've included the agenda for the forthcoming AGM and the minutes from last years AGM. The committee have scheduled the AGM for November but we will have to be guided by the prevailing rules and regulations at the time.

As you will see one of the contributors has written on his return to cycling and has made an important observation on the state of our roads. The number of potholes seems to be increasing both in quantity and size. Although the government has allocated money for pothole repair there doesn't seem to be much progress on reducing the number. Potholes are bad enough in a car but to a cyclist they can be fatal either by riding into them or trying to avoid them. In addition the repairs are often poorly done meaning the pothole "reappears" following a bad winter. Perhaps the emphasis should be on making a permanent repair rather than a quick fix even if this means temporarily closing roads. I'm sure road users would tolerate a short term pain for the long term gain of better roads.

If the government is serious about wanting more of us to turn to cycling then improving the roads should be a high priority as well as creating dedicated cycle ways. You may remember last year we had a talk on the Queensbury Tunnel where their aim is to re-open the old railway tunnel for use as a cycle way. However Highways England has started filling in the tunnel despite not having planning permission but the Transport Secretary has recently announced his hope that Queensbury Tunnel could be "reborn as part of a green transport route...helping to improve connectivity in an environmentally friendly way while being a source of pleasure for generations of cyclists and walkers to come." Funding has been committed for a study into options for reopening the tunnel but the responsibility for the report has been given to Highways England which, given its desire to abandon the tunnel, is a cause of understandable concern to the Queensbury Tunnel Society. For more information see <http://www.queensburytunnel.org.uk/>

As I mentioned last month there is an item, coupled with the front cover, on the restoration of one of my brothers MGBs and next month I'm including the restoration of his second MGB. If you have any stories on the restoration of a classic, or other, car please send them in.

### 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.

## GROUP MEMBERSHIP NEWS

# Welcome to the Group

**New Associates**

**Richard Camidge, Gill Wittmann**

# Congratulations

**No tests this month.**

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## **A Reflection On Cycling**

I recently returned to cycling, not particularly through lockdown. I actually bought the bike in February, but was away in March for rather longer than we planned as we got locked down in India and had to find a rather circuitous way home assisted by both the French and Finnish, rather than our own, governments. So it was under quiet lockdown conditions that I really got started with cycling.

Now it had been in my mind to use the rides to listen to audiobooks and podcasts but before I got the necessary equipment I realised that my hearing was crucial to my safety as I could hear approaching cars, often before it was possible to see them. I do try to ride with similar levels of observation and anticipation that I would expect to use when driving, so I quickly abandoned the idea of audio listening.

I have to say that on the whole I have been pleasantly surprised by the attitude of motorists who by and large do give me the space I need. Of course there are some who cut you up or barge past but I don't feel unduly threatened even as traffic volumes return to pre-lockdown levels, though I do take the sensible precaution of wearing a helmet.

But what I have noticed far more than I do in my car, is the shocking state of many of our roads, which are frankly dangerous to those on two wheels and require extra care in navigating around potholes and other surface imperfections that would hardly be noticed by a car driver. The problem with this is that it requires too much attention to be paid to the road surface immediately ahead at the expense of overall observation. If the government is serious about encouraging more cycling then it isn't just extra cycle lanes that are needed, but a wholesale programme of road repair.

**Bruce Carlin**

# 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)**

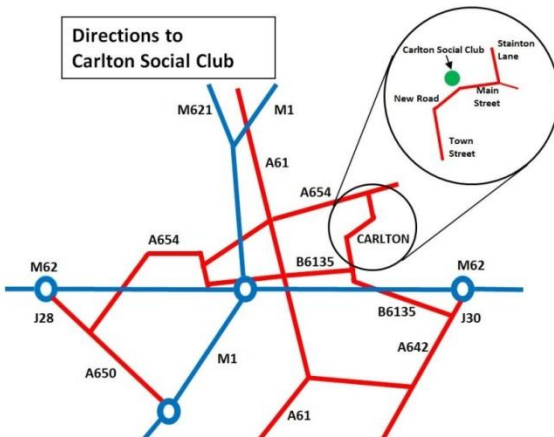
Mid Yorkshire Advanced Motorists (MYAM) is committed to looking after the information that it holds on behalf of its members in a way that complies with the General Data Protection Regulations (GDPR).

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.





**Mid Yorkshire Group of Advanced Motorists**  
**Registered Charity Number: 1053843**



**Annual General Meeting**  
**at**  
**Carlton Social Club**  
**Main Street, Carlton, Wakefield WF3 3RW**  
**Monday, 2nd November, 2020, at 20.00 hours**

### **Agenda**

1. Apologies for Absence
2. Minutes of the 2019 AGM
3. Adoption of the 2019 AGM Minutes  
Resolution: That the Minutes of the 2019 AGM be approved as a true record.
4. Matters arising from the 2019 Minutes
5. Adoption of revised Group Local Rules.  
Revision of Rules 8.1.3 and 8.1.5
6. Chairman's Report
7. Appointment of Group President
8. Secretary's Report
9. Treasurer's Report
10. Adoption of the Accounts for 2019/20  
Resolution: That the Annual Report and Accounts for the year ended 31st March, 2020, be approved.
11. Report of the Chief Observer and Membership Secretary
12. Election of Group Officers
13. Election of Group Committee Members
14. Address by the new Chairman
15. Authority to Increase Subscriptions during the Current Financial Year
16. Any Other Business





**Mid Yorkshire Group of Advanced Motorists**  
**Registered Charity Number: 1053843**



**Affiliated to the Institute of Advanced Motorists**

## **Annual General Meeting Minutes**

**Date:** Monday, 13th May, 2019  
**Time:** 20.00 hrs.  
**Venue:** Carlton Social Club, Carlton, Wakefield WF3 3RW

### **Welcome**

The Chairman welcomed 19 Group Members and 1 guest to the AGM. Everyone was reminded that only Full Members of the Group were entitled to vote during the elections and for approvals and adoptions.

### **1. Apologies for Absence**

Paul Macro (Secretary)  
David Rockliff  
David Stringer  
Catherine Burge  
Ruth Watson  
Norris Wilson  
Andrew Simpson-Laing  
There were no further apologies received from the floor.

### **2. Minutes of the 2018 AGM**

A copy of the 2018 minutes had been included in the April newsletter, and a copy was placed on the chairs at the meeting.

### **3. Adoption of the 2018 AGM Minutes**

The Chairman pointed out that only those Full Members who had been present at the 2018 AGM were entitled to vote.

The adoption of the minutes was proposed by Charles Holland-Keen and seconded by Alan Jones.

The adoption of the minutes was agreed by all present.

### **4. Matters arising from the 2018 Minutes**

Following the 2018 AGM, the decision was taken by the Committee that the annual Group subscriptions should be increased to £10 for all Members as from 1st January, 2019.

There were no further matters arising from the 2018 minutes.

## **5. Adoption of revised Group Local Rules**

It was explained at the meeting that an amendment had been made by the Committee to the Group Local Rules. Rule 2.10, which stated that “Elected Members of the local Group Committee shall pay a reduced annual subscription fee to the Group in recognition of their voluntary service”, had been deleted. The amendment was proposed by Lesley Pollard and seconded by Giles Dive. The amendment was approved by all present.

## **6. Chairman’s & Secretary’s Report**

The Chairman addressed the meeting, and a copy of the report in full is attached to these Minutes. (*See the June 2019 newsletter – Ed*)

The main points of the report are:

Two members of the Committee had resigned during the year (Andrew Simpson-Laing and Bill Jackson), and two new members had been elected (Paul Macro and David Speight). David Rockliff had resigned from the post of Membership Secretary but will remain a member of the Committee and continue as GDPR Manager. The role of Membership Secretary had been taken over by David Rushfirth and incorporated with his role as Chief Observer. Paulo Macro will take on the role of Group Secretary, and David Speight has offered to be Youth Liaison Officer and Speaker Secretary. The Chairman thanked David Rockliff for his hard work, and, as he was ill at the time of the AGM, a card had been sent. Thanks were also offered to David Rushfirth for integrating the roles of Chief Observer and Membership Secretary.

The Chairman thanked each member of the Committee for their hard work.

Members were reminded to amend their annual subscription payment to £10, as the Group is losing money.

## **7. Treasurer’s Report**

The 2018-2019 accounts had been circulated prior to the AGM, and the Treasurer asked if there were any questions.

## **8. Adoption of Accounts for 2017/18**

Resolution: That the Annual Report and Accounts for the year ended 31st March, 2019, be approved.

Proposer: Rosie Bricis    Seconded: Hanni Kaye

The accounts were adopted by all those present.

## **9. Membership Secretary's Report**

David Rockliff, the outgoing Membership Secretary, had prepared a report, a copy of which is attached to these minutes. (*See the June 2019 newsletter – Ed*)

## **10. Chief Observer's Report**

David Rushfirth presented a report to the meeting, detailing the number of Associates, the number of Observers, and the number of passes during the year. It had been a very successful year.

## **11. Election of Group Officers**

The Chairman handed the chair of the meeting to Roger Illingworth to conduct the election.

The nomination papers were read, and it was agreed that the Officers should be elected en bloc.

Chairman: Janice N. Haigh

Secretary: Paul Macro

Treasurer: Rosie Bricis

The Officers were elected nem con.

The re-elected Chairman took back the chair of the meeting.

## **12. Election of Group Committee Members**

The Chairman read the following information:

- a) Keith Wevill offered himself for re-election to the Committee.  
Keith is also willing to continue as the editor of the newsletter.
- b) David Rockliff offered himself for re-election to the Committee.
- c) Paul Macro had been co-opted to the Committee on the 11th June, 2018, and he offered himself for election to the Committee at the AGM.
- d) David Speight had been co-opted to the Committee on the 11th March, 2019, and offered himself for election to the Committee at the AGM

All the nominated Members were elected to the Committee, and the Chairman welcomed them all as Trustees of the Group.

## **13. Address by the new Chairman**

The Chairman thanked the Members for re-electing her to the post of Chairman and said she was looking forward to another successful year for the Group.

**14. Authority to Increase Subscriptions during the Current Financial Year**

The Chairman pointed out that, as the annual subscriptions had been increased as from 1st January, 2019, they would not be increased before the next AGM. However, the agenda item must be addressed.

Proposed by: Lesley Pollard

Seconded by: Charles Holland-Keen

**15. Any Other Business**

There being no further business, the meeting closed at 20.56 hrs.

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**A Tale of Two MGBs - Part 1**

In November 1992 a 20 year old MGB GT in Harvest Gold arrived at my brother Brian’s house. It was intended to be a “rolling restoration” but as parts were removed to examine the body it became apparent that the dreaded tin worm had taken hold. Over the next few months, with a little help from his friends, body panels were replaced, parts were fabricated to replace sections of the body that had succumbed to rust and the rear suspension was removed, renovated, repainted and refitted.

The engine was removed and the cylinder head sent away for conversion to enable it to run on unleaded petrol. While this was happening all the wiring, brake and fuel lines and the front suspension were removed and the shell was prepared for a respray. To allow it to be moved around a moped wheel was temporarily fitted in place of the front suspension making a unique three wheeled MGB!



With the body striped down to bare metal it was taken to a local spray company for final preparation and a respray. While it was being prepared for spraying it was discovered that

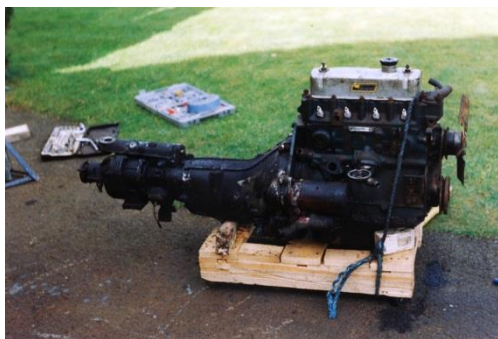
one of the front wings needed replacement, an additional unexpected expense but better to find out now that it needed replacement rather than at a later stage.



The colour chosen was British Racing Green, much more fitting than the original colour.

With the body shell now painted and back home the long process of refitting all the parts previously removed began.

Although many of the parts had been refurbished there were a large number that were unsuitable for further use. Fortunately a friend of Brians, Jon Miller who ran a classic MG parts business, could supply the full range of parts needed. In particular the wiring was a mess resembling spaghetti and took some not inconsiderable work to bring it up to scratch. Then, with the front suspension refitted, it was time to fit the engine.



**The engine before and after**

New cloth seats and matching interior trim in the style of the MG Montego, Maestro and Metro replaced the original vinyl and the opportunity was taken to add a few improvements such as electric windows and alloy wheels. The car was nearly complete and it was around this time I became involved. "I've connected the battery and the fuel pump runs all the time" was the call I received. So one weekend I went over from Leicester to visit and try to find the fault. That one was easy, the fuse box was fitted the wrong way round! I also built a small control box for the windows to allow them to be operated for a short time after the ignition was turned off. It also had a "lights on" warning buzzer and a delayed interior light turn off.

I took a day off to go over to fit the control box and to assist with some of the final adjustments prior to starting it up. It was interesting fitting the box while simultaneously helping to bleed the brakes and clutch!

It was then time to start it up. With petrol in the tank the ignition was turned on, then off as fuel was leaking from the fuel line junctions in spite of being tightened up during the rebuild. However a few turns of the screwdriver solved that problem. Anyway it started, the first time the engine had run in nearly two years.



**The finished car – Looking much better than when it first arrived.**

It appeared on the MG Owners Club stand at the NEC and has had the distinction of being the only car to have appeared on the front cover of the MG Owners Club magazine twice.

Although it wasn't a daily use car it did get regular outings not only to various events but on holidays with the MG Owners Club to Germany and Norway. The car was totally reliable on these trips but spares and tools were carried just in case and were useful as Brian helped with repairs when other cars broke down. A classic car is always "Work in Progress"! This proved true recently when a problem with the clutch master cylinder meant an interesting drive home. I was with him on that trip investigating an electrical problem. Once we'd got the car back home it didn't take us long to diagnose and cure both problems. We've both had many years of experience in finding and repairing faults, albeit in different disciplines.

Towards the end of the restoration the opportunity to acquire a second MGB, this time a 1966 Roadster, arose. This took a little longer to make roadworthy but a couple of months ago it was finally finished and we took the opportunity to take the cover photo. Shortly afterwards Brian sold the GT to partly fund a new classic car.

As part of the restoration Brian took over 150 photos and produced a photo album covering its transformation. An edited version was provided to the new owner who is apparently delighted with the car.

Next month how the Roadster was taken from wreck to road in only 26 years!

A few tweaks and new MOT and by October 1994 the car was ready for the road and the car shows.

One of the car shows was the 1995 Leicester Mercury Historic Vehicle Pageant where it took part in the parade around the outskirts of Leicester.

At several of the shows the car won prizes making all the efforts to restore it worthwhile.

It appeared on the MG Owners

## Towing your way to your favourite staycation:

### Caravan tips from IAM RoadSmart

Many holidaymakers have had to ditch a trip abroad and opt for outdoor staycations this year, so there will be more people than ever dusting off their caravan and packing for a summer getaway.

With traffic at 83 per cent of pre-lockdown levels and an estimated 10.5 million drivers making their first getaway last weekend when coronavirus rules were eased and campsites re-opened in England. IAM RoadSmart has partnered up with the Caravan and Motorhome Club to offer some advice for a successful holiday trip.

Research by RAC suggested six per cent of surveyed drivers said they'd be going camping and another six per cent caravanning on the first weekend of lockdown rules being eased.

Going away with the whole family and the caravan, trailer tent or camping trailer is a great experience. By ensuring you load the caravan or trailer correctly, and deal appropriately with other traffic, you can help ease the stress levels, especially if you lack towing experience.

Small beach towns across the UK are proving to be a very popular place to visit after people have spent months being cooped up indoors. IAM RoadSmart are encouraging all caravan and trailer road users to carry out a series of checks before heading off on their first summer outing.

Most collisions happen around the weekend. Nearly a third of all incidents occur on Saturdays and Sundays, with Mondays and Fridays not too far behind.

- We recommend before you start your trip you have checked both your car and caravan or trailer. Especially check your tyres as they should be inflated to the correct pressure, have a good amount of tread (no lower than 1.6mm) and be free from damage.
- The caravan breakaway cable (or safety chain on smaller unbraked trailers) should be in good condition and connected correctly. If you have a caravan or a large box-



shaped trailer you will almost always need to fit extension mirrors - these will help make sure you have a good view behind you and comply with the law.

- Remember when loading your caravan or trailer to make sure it is not overloaded as this can put you at additional risk of instability, and mean you're breaking the law. Ensure your heavy items are positioned correctly over the axle, low to the floor with lighter items higher up.
- A quick refresher of the Highway Code will remind you that travelling in the right-hand lane of a motorway with three or more lanes is not allowed and your speed limit when towing is 60 mph on dual carriageways and motorways and 50 mph on single carriageways, unless a lower overall limit is applies.
- Be extra vigilant on downhill stretches as your speed can easily creep up and get too high - this is a common contributory factor to your caravan/trailer losing stability. Remember, you will need more room to stop when towing and you should always have a big enough gap to be able to slow down and stop in an emergency.
- Towing in high winds needs additional care and perhaps a change of route should be considered. However it's not just windy days you need to be mindful of. Overtaking large vehicles can place you in their "bow wave" and this can cause instability of caravans which are badly loaded and/or being towed too fast.

**Martin Spencer, technical manager at the Caravan and Motorhome Club says:** "Towing a caravan or other trailer can be unfamiliar, but doesn't need to be intimidating. By getting the basic set-up right, then following straightforward advice over issues such as speed and safety around other vehicles, towing can be relaxed, easy and comfortable. Above all, it will be safe.

"In almost all cases, serious incidents only occur because inexperienced drivers have not taken the right advice, or experienced ones have become complacent. The Club has 15 training centres across the country so anyone just starting out, or those needing some refresher training can receive the best possible guidance."

**Neil Greig, director of policy and research at IAM RoadSmart says:** "The advanced driving skills of observation, anticipation and planning are key to good towing. They will keep you a safe distance from the vehicle in front and help you predict problems ahead and around you. If you prepare yourself, your family and your vehicles for the road ahead your trip will be as relaxing as possible."

## Social Distancing

With apologies for the title, which I guess has to be a strong contender for catchphrase of the year in 2020, it has been fascinating over these last few months to watch the myriad public interpretations of the concept. Two metres often seemed to be an elastic measurement. Perhaps this was amusingly illustrated by a letter in one of the dailies when a lady questioned some advice to think of two metres as about the length of a cow. A small Dexter, or maybe a full grown Charolais? She preferred the concept of her ex husband laid full length on the floor with a knife in his back! Either way, the public have all had their own ideas.

One of the first effects I noticed was how few people on foot seemed aware of the advice for pedestrians in the Highway Code. It was surprising how many walkers taking their permitted daily exercise were prepared to step off the pavement with their back to the traffic to maintain the spacing as if it was Holy writ. This was fine when there was very little traffic but became increasingly perilous as traffic levels increased. By simply keeping left on the pavement, just like on the road, as two people meet, the person nearest the carriageway can easily step off and will always be facing the oncoming traffic. It accords with the advice in the Highway Code to always walk on the right hand side of the road. The concept seemed alien to most people.

One piece of advice I have always given to associates as they train is based on the one common factor in every collision in history. You might briefly like to consider what it is before you read on. It is not, although it may be, that someone, a driver perhaps, made a mistake. The common factor applies to pedestrians. And animals. On railways. Every collision in history, whatever other factors may be at play.

Someone ran out of space. The reasons they ran out of space may be as many and varied as the circumstances in which the collision happened, but if you can avoid running out of space you will avoid a collision. Maybe many collisions.

Of course this translates as far as driving is concerned into the two second rule, for spacing between vehicles, which I do not doubt we are all familiar with. However you can also translate it into 'driving the bubble', that is aiming to maximise the space around your car in all circumstances, and varying your position and speed in such a way that you can always stop within that area of clear space around you. Reflect on the idea that the most important piece of road is that piece between you and the vehicle in front. Guard your space with fervour, and don't give it up lightly!

Essentially I am talking about social distancing on the road, which is no different from social distancing to avoid spreading a virus. It just protects you from a rather different peril, but one equally capable of inflicting pain and grief in abundance.

Finally, I recently heard that my sister in law had broken her leg, which is relevant to my comments above. She did it by having to do an emergency stop because she was running out of space, probably because she didn't appreciate how much space was needed or she was distracted. She did not hit the rear of the car in front. She stopped short. There was no collision, yet she broke her leg. I cannot recall ever before hearing of anyone breaking a leg by reason of sheer muscular effort alone. I suspect the car has a system which increases the brake force in proportion to the effort you put in. In other words, the harder you press the brake pedal, the more help the car provides and when she put in all the effort she could the car turned it into such a violent stop that combined with the pressure she was still putting on the pedal as the car came to a stand, she finished up in a plaster cast for six weeks!

Another good reason for maintaining social distancing, both on foot and in the car.

## Mallard

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**Signs of a bygone age – A steam gondola on Coniston in the Lake District  
If you ever travel on this gondola don't mention the "D(iesel)" word!**

# And Finally.....

## Jobs Worth?

In the late 1970s my dad moved from being a postman to driving vans for Royal Mail and he told me of an incident that had happened at Huddersfield Head Post Office.

In the 1970s money was collected from local sub post offices by a Royal Mail van with few extra security features except that two delivery drivers were needed, one to carry the money the other to act as a look out for suspicious looking characters who may want to steal the money. On this particular day the driver of the van noticed in his mirrors that there was a dark coloured saloon following them and stopped at a short distance from them each time they went to a sub post office. Having been to two further sub post offices the car was still following them so, as the rules required, at the next sub post office the driver asked the sub post master to contact the local police who hurried to the area and apprehended the driver of the car.

The driver of the car explained that he was a supervisor from the Head Post Office in Huddersfield who was checking that the post men were following the rules for collecting cash from the sub post offices. Having checked the story the police released the supervisor.

Of course, the two post men knew who the car belonged to and when they returned to the main post office quite a few words were exchanged, but the drivers said “We were only doing our job as the rules required”!

**Graham Crawshaw**

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## **This Month’s Teaser**

Everyone knows that MG stands for Morris Garages but where was William Morris’s original garage?

## **Last Month’s Teaser**

Last month I asked “There are four limits for vehicles on the Menai suspension bridge. What are they?” They are Height (4.7m/15’ 6”), Width (2.6m/8’ 6”), Weight (7.5 tons) and Speed (30mph). When I was using the bridge regularly back in the early 80s the weight limit was 32 tons and the speed limit was 15mph.

# 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.**