

ARE WE THERE YET



Mid Yorkshire Advanced Motorists Newsletter

May 2017



Group Number 4178
Registered Charity Number 1053843



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Cover Photo - Beamish Open Air Musuem



This month's cover picture shows part of the 1900s town at the Beamish Open Air Museum. Located near Chester-le-Street on a 350acre site this world famous museum tells the story of life in North East England during the 1820s, 1900s & 1940s in dedicated areas of period buildings. These areas are linked by a circular road with period buses and trams providing transport between them. Other attractions include a colliery village, funfair and railway with special events throughout the year.

FORTHCOMING GATHERINGS

Date	Meetings	Location
Sunday 7th May 9:30 am	Sunday Driving Sessions Assessment runs for all Associates & Members. Look for the caravan.	B&Q Car Park, Aspen way, Glasshoughton, Castleford. WF10 4TA
Monday 8th May 8 pm	MYAM AGM	The Manor Golf Club. Bradford Road, Drighlington, Bradford, BD11 1AB (See page 7 for directions)
Sunday 21st May 10 am	Sunday Driving Sessions Assessment runs for all Associates & Members. Look for the caravan.	McDonalds car park On the roundabout with Oakwood Lane and Easterly Road LS8 2RB
Sunday 28th May	Heath Common Car Show	Heath Common, Wakefield
Sunday 4th June 9:30 am	Sunday Driving Sessions Assessment runs for all Associates & Members. Look for the caravan.	B&Q Car Park, Aspen way, Glasshoughton, Castleford. WF10 4TA
Monday 5th June 8 pm	MYAM Social evening Mike Bevington from the National Trust - Fountains Abbey	The Manor Golf 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 an interesting talk on a variety of topics, sharing our skills with other serious drivers and keeping up-to-date on club and driving matters.

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.

ISSUES OF 'ARE WE THERE YET' ARE ON THE GROUP WEB SITE

FROM THE EDITOR

The clocks have gone forward, the days are getting longer and the weather is improving, it must mean summer is coming. With this thought in mind over the next few months I'll be incorporating suggestions for places to visit, starting this month with the Beamish Open Air Museum. I've always wanted to visit the museum and last year we had the opportunity to combine a visit with a trip to the North East. Since then we've been back twice. If you do visit, or have visited, any of the suggested attractions let me know what you thought of them.

Summer also means it's time for the MYAM AGM. With Martin and Lesley retiring from committee duties there was some concern amongst the remaining committee about the group's future but we have had nominations for both the Chairman and Group Secretary positions so the group's future is assured.

Details of the AGM are on page 9. See last month's newsletter for full details. To show our appreciation to those attending a light buffet will be provided once the AGM proceedings have been concluded.

Don't forget that it is just as important to prepare your car for summer as it is for winter. Keeping the windscreen clean, both inside and out, can reduce the effect of bright sunlight causing glare. Make sure the washer bottle has sufficient fluid to remove any traffic film that builds up on the windscreen.

If you have air conditioning make sure it is working, it should be able to blow cold even on the hottest days. For those with convertibles make sure the roof opens and closes correctly, there's nothing worse than finding your roof won't close properly in a sudden summer storm. The same goes for sunroofs.

If you're planning a long journey, don't just rely on the sat-nav for a route, use a road atlas, OS map or online service to check your route for both distance and timings and allow time to stop to refuel both the car and driver and if necessary change drivers.

So enjoy your summer motoring and we hope to see you at the AGM.

Keith

Welcome to the Group

**Yasmin Ahmed
Chris Fairclough
Clive Nunnington
Lee Pritchard**

Congratulations

On passing the Advanced Test

**Jayne Firth - Observer Leslie Horsman
Lynne Hockney - Observer David Rockliff**

Happy Birthday this month goes to

**George Allsopp, J Atkinson, Colleen Baines, David Blackburn,
Michael Bradshaw, Donna Carter, Matthew Chaddock,
David Engley, Martin Fillingham, Steve Gilks, John Goddard,
Ian Goodair, Marjorie Hogg, John Howden, Hannelore Kaye,
Mark Kettlewell, John McMahon, Maureen Monteith,
Alan Padgett, Jaci Peary, Adrian Roebuck, Martyn Shepherd,
Brian Sherwood, Pat Stork, Denis Weighill, Caroline Wevill,
Chris Youhill**

MYAM Online

MYAM COMMITTEE MINUTES NOW AVAILABLE TO MEMBERS

The Committee has now agreed that in the interests of transparency the minutes from the MYAM Committee meetings will now be available to Members on the Group website once they have been accepted as a true record by the Committee. So please feel free to check them out. They can be found on the Committee Members page under Our Team. The minutes are located at the bottom of the page.

FORUM* is open up to all MYAM members at myam.icyboards.net. Just register, answering a few easy questions and David Rushfirth will get you up and running in no time. Soon you can be exchanging comments and ideas with other members and keeping up to date with what's going on.

* See the notice on page 7



FACEBOOK provides details of events and local news. Go and visit 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.

WEB SITE As part of the changes at IAM to introduce the new IAM RoadSmart branding, we now have an all new look website and a new website address. If you use the old address you will be redirected to the Local Groups page on the new IAM RoadSmart website. To go to our new page enter:-

www.iamroadsmart.com/groups/midyorkshire

The new site is taking shape nicely but we still have plenty to do.



TWITTER We now have our own Twitter account which can be found at twitter.com/MYAM4178.

The Group Telephone number is 0113 314 9969

GROUP NOTICES

Directions to the Manor Golf Club, Bradford Road, Drighlington, Bradford, BD11 1AB

The carpark is well lit and for those who find walking difficult please park to the right hand side of the entrance where there is a ramp up to the doors.

Directions

The Manor Golf Club is situated on the B6135, half a mile off the A650. If travelling from M62, M621 exit at Junction 27 onto the A650 to Bradford. At the second roundabout take the third exit onto the B6135, the entrance is on the left, immediately after the change in speed limit to 40.

From the A58 Leeds turn right at the traffic lights in Drighlington towards Bradford and the entrance is on the right immediately before the national speed limit sign.

From A58 Halifax turn left at the traffic lights in Drighlington towards Bradford and the entrance is on the right immediately before the national speed limit sign.

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.

DATA PROTECTION ACT

MYAM holds Membership detail records on computer, these are confidential and for club use ONLY. The information is used to run the Group and consists of various details such as class of Membership, date of joining & subscription expiry dates. It is also used for the production of address labels for the distribution of the newsletter and recording training for Observers.

MYAM FORUM

Due to the zero activity since mid June 2016 on the MYAM Group Online Forum the committee has decided that it should be closed. As of 1st May the forum will no longer be monitored and a request will be sent to have it removed. It may take a while to process the request so to avoid any new posts going unanswered the forum will be set as closed from that date.

Apologies to the few new users who have requested access but the input required to keep the forum live is proving unsustainable considering the use it has.

Any queries regarding this should be passed to David Rushfirth at

myam.webmaster@outlook.com

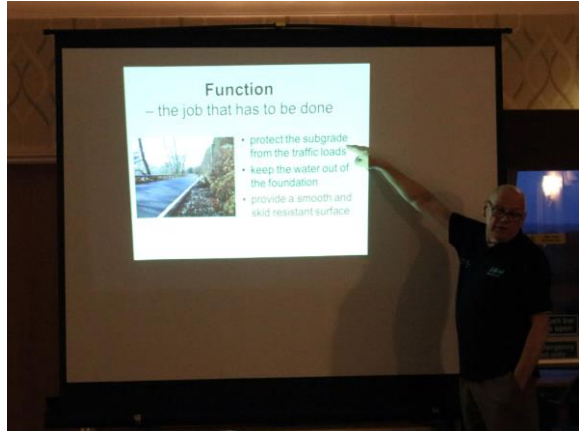
Road Surfaces

Do you ever really think about that black/grey stuff under your tyres? No, I'm not talking about the pesky potholes which seem to be breeding at the moment, that's a different story.

Luckily our own David Rockliff was on hand to give us a brief glimpse of the history and construction of our roads.

John Metcalf (1717-1810) or you may know him as Blind Jack of Knaresborough, was classed as the first professional road builder in this country. He had already sussed that rainwater and drainage was going to be the key to building better roads.

Between Metcalf, the Scotsman John Loudon McAdam, French engineer Trésaguet and the surveyor and engineer Thomas Telford the construction of roads was developed which is still relevant to today's civil engineers.



Laying a good foundation, a convex surface, adequate drainage and using the right top mix of aggregate was developed over the years. David brought in small samples of different modern surfaces for us to have a feel and look at. Aggregate from different parts of the country have their own quality, it's also very expensive to move around the country when road building is in process. Luckily here in Yorkshire we have our own supply of a good quality one.

It is a balance of cost and safety which ones are used, the best skid resistance aggregate unfortunately wears the quickest so is used mainly on a small section in front of a junction, roundabout entry or traffic lights. Surface noise is also a modern day consideration and again the best surface for this is also quicker wearing.

I would suggest you do a bit of 'googling' of the above names, it makes for very interesting reading on a subject we may take for granted nowadays.

Lesley

Annual General Meeting

Monday 8th May 2017

We have given notice that our AGM will take place at 8pm on Monday 9th May. Your support on the night would be very much appreciated and a light buffet will be provided.

Nominations for the positions of Chairman and Group Secretary have been received but the position of Speaker Secretary is still vacant. Should you wish to be nominated for this or any other committee positions please let the Chairman or Vice Chairman know.

The current details of the Committee are as follows: -

Position	CURRENTLY HELD BY	STATUS
Chairman	Martin Fillingham	Retiring
Secretary		Position vacant
Treasurer	Rosie Bricis	Offering to stand again for re-election
Vice Chairman	Lesley Pollard	Retiring
Assistant Secretary		Position vacant
Membership Secretary	David Rockliff	Due to stand again for re-election 2019
Web Site Editor	David Rushfirth	Offering to stand again for re-election
Youth Liaison	Vicky Croft	Due to stand again for re-election 2017
Newsletter Editor	Keith Wevill	Due to stand again for re-election 2019
Committee	Bob McDermott	Due to stand again for re-election 2019
	Alan Jones	Offering to stand again for re-election
	Andrew Simpson-Laing	Due to stand again for re-election 2018

Chairman and Vice Chairmans Reports

I would never have thought that when I first signed up for my advanced driving test that I would end up being Chairman of the local group! After nearly two years in the driving seat I feel that it is time for me to hand over to another to help steer the group onwards. With my work and family commitments I find that I am not able to spend as much time on group matters that I would like.

I have thoroughly enjoyed being part of the group and have enjoyed my role as a trainee observer in helping new members realise their potential to become the best driver that they can be. I have also learnt a great deal from the monthly social which brought about new experiences. I took part in a motor bike challenge which took me from Lands End to John O' Groats in 24 hours in the company of Dudley Martin, an IAM examiner.

I wish the Committee and all group members the very best for the future and look forward to seeing you all at the next social meeting.

Martin Fillingham - Retiring Chairman

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The past year has run fairly smoothly and with the absence of a Secretary the bare essentials have been covered by the Committee to keep our Group going. We've mostly embraced the changes HQ have thrown at us with a bit of protesting along the way. Our volunteers are passionate about getting safer drivers on the road, this is our priority and what we do very well.

Our Group has had a very satisfactory number of test passes including many F1rst. Our Observers 'get on with the job', each gives the time they are comfortable with.

We've had quite a few new Observers trained and in training this year but we do need more. We are getting many more associates from the Bradford area allocated to us, which is not always easy to cover. If you fancy giving observing a go, full back up is given, you won't be put under any pressure. Please have a word with David Rushfirth, Committee member or chat to one of our qualified Observers to give you an insight.

A wide variety of speakers and topics have entertained us on a Monday evening and it's been good to see so many members come to listen. If you come across someone/thing that would make an enjoyable evening please let us know.

I have thoroughly enjoyed my time on the Committee and found it very rewarding. Sadly I need to step down for a little while as I will regularly be in Scotland looking after our granddaughters this next few months.

Martin our Chairman is also leaving come the AGM, it's crucial to have a healthy Committee to run the Group so now we need you more than ever to please think carefully about getting elected on. It could be as little as an hour a month of your time, no one is press ganged, you set your own time commitment and it would make a huge difference and spread the load for everyone.

Kindest regards **Lesley Pollard – Retiring Vice Chairman**

Figures question viability of all-electric cities

The power needed to keep an all-electric-car London moving would be five times the amount used to run its Underground system, experts warn.

New figures from Transport for London (TfL) examine the possibilities in switching all cars to ultra-low emissions models – the proposed strategy for getting polluting diesel and petrol cars off the road.

The findings suggest a huge additional power supply would be needed in order for big cities to support a complete switchover to rechargeable, plug-in cars. The projections have led some experts to claim alternatives to a wholly electric future must be sought.

Analysis of the figures, as reported in The Times, claims a fleet of all green cars would require between seven and eight gigawatt hours per year, if London achieved maximum uptake. This can be compared to the output of over two Hinkley Point style nuclear power stations needed to cater for London alone – and as many as 20 new plants up and down the country.

So far, the government has made it a requirement for the owners of larger petrol stations to build new charge points, as it looks to further the progress of plug-in take-up in the UK.

Last year it was reported that around 9,500 people in London alone die each year as a result of pollution. As part of Mayor Sadiq Kahn's Clean Air Action plan, drivers of the most polluting cars will soon have to pay a £10 pollution charge to enter central London.

While electric cars are widely seen as an answer there are staunch critics to the plans for widespread adoption, for whom the new TfL figures will offer vindication.

Calor, which produces LPG, the alternative gas currently available on around 1,500 UK forecourts, claims that vehicle manufacturers are choosing not to make other options available to the driving public. Its head of strategy, Paul Blacklock, says: "Everyone is saying that we need to go to a wholly electric vehicle future, but they aren't being honest about what the possible cost of this will be . . . We have to seek alternatives."

With acknowledgement to the RAC website



Volunteer Car Drivers Wanted

Yorkshire Ambulance Service



If you love driving, have some spare time on your hands and want to meet new people then our Volunteer Car Scheme (VCS) with our Patient Transport Service (PTS) may be of interest to you.

Our Patient Transport Service is one of the largest ambulance providers of non-emergency transport in the UK. We provide transport for people who are unable to use public or other transport due to their medical condition and includes those attending hospital outpatient clinics, being admitted to or discharged from hospital wards or needing life-saving treatments such as chemotherapy or renal dialysis.

We reimburse your mileage at a rate of 45p a mile, and provide the opportunity to keep active and give something back to the community. Time spent volunteering varies between driving, picking up/dropping off and handing over patients.

For more information, please:

Call: 01924 584131 or 01924 584019

E-mail: PTsvolunteers@yas.nhs.uk

Web: www.yas.nhs.uk/ourservices/volunteering/vcs.html

Here's what Jeff, a volunteer in Leeds, had to say about the scheme:

"I currently volunteer two days a week, usually Mondays and Fridays, and generally give around ten hours a day depending on demand. The two day VCS training package was interesting, useful and informative, and I would recommend it to all."

"I really enjoy volunteering for PTS as it allows me to meet different people from all different walks of life, and listen to their experiences and stories. The role's flexibility is also a huge bonus for me."

Meet new people

Learn new skills

Have fun

Keep active



Car clamping soars after DVLA scraps tax disc

The number of drivers whose cars have been clamped because they've failed to pay vehicle tax has doubled since the paper tax disc was axed two years ago.

Figures obtained by BBC News through a Freedom of Information Request show there are now more than 9,000 clampings a month.

The data shows that only around 5,100 cars a month were clamped in the six months leading up to the physical tax disc being abolished in October 2014.

It is thought some drivers forget to renew because they no longer have a disc in the windscreen to remind them to do so.

If clamped, drivers can expect to pay a fee of £100 and vehicles are often taken to a pound where they face additional fees for every day before the car is recovered.

The DVLA is cracking down on drivers who have not paid, and use a fleet of vehicles fitted with number plate recognition technology to identify road users without valid tax.

The organisation's chief executive Oliver Morley told the BBC: "The law is that you pay your tax. The vast majority pay with no problem at all."

In 2014, when the tax disc was removed in favour of an online system, it was hoped the move would save the DVLA millions of pounds a year.

However, it was revealed earlier this year that the Government's income from vehicle tax dropped by £93 million following the switch.

According to information from DVLA, revenue from vehicle excise duty (VED) fell from £6.023 billion in 2014/15 to £5.930bn the year after.

The drop sparked calls from the RAC for a further investigation, amid fears that the abolition of the tax disc has caused an increase in vehicle tax evasion.

The RAC said several factors could help explain the fall in VED income, such as the increase in low carbon emission vehicles – which are cheaper to tax – and unfamiliarity with the new system.

But spokesman Simon Williams said the drop still represents "a significant sum", and urged the DfT to conduct a further survey to build up a better picture of the problem.

With acknowledgement to the RAC website

I have seen the light

A recent enquiry about headlight dazzle got me thinking about how lights have developed since the days of my old BMC Mini. The at best flickering yellow glow the front end of my old friend was made even worse by a wiring malady which, despite the best efforts of a number of 'auto sparks' and talented workers (in their own eyes), was never cured.

The regular commute through Epping Forest was often interrupted by a total blackout. The manoeuvre to get to the side of the road was exciting, but the cure: very simple lift bonnet and slam...voila! Lights back on and another morning planned under the bonnet.

Despite its failings the system on the Mini did have advantages. A bulb change took two minutes and a bulb cost £2. The only way you could dazzle other road users was to leave on your main beams or overload the car to point your lights shone skywards and even then the faint glow was never enough to cause permanent retinal damage.

We then moved on to sealed units; a slightly brighter light but when the bulb failed which was still all too common, you had to replace the whole headlamp unit. A DIY job but more costly and often badly adjusted after fitting, leaving the car with the appearance of a squint, in the times of dwindling resources not a very eco-friendly system and reasonably short-lived. The ability to dazzle had improved slightly and the adjustment problems assisted in the ability to blind oncoming traffic whilst remaining blissfully unaware.

Improvements in bulb technology led onto the halogen bulb. A fierce beast with the ability to cause pain to any approaching traffic, and for a number of years we followed the instructions not to touch the glass and changing the bulb involved ever more complicated contortions to insert it correctly into the headlamps which are now masked by ever increasing necessities under the bonnet. Switches to compensate for light adjustment when fully loaded and self-levelling systems galore strived to keep our dazzling efforts in check.

Main beam however was a different story. Many a knightly joust of flashing headlamps was started with an inadvertent omission to flick that switch back to dipped beam. I imagine the cries of "you are blinding me so you too shall be blind as we approach each other at a closing speed of 120mph, victory to the brave."

That brings us nicely up to date with HID which is both immensely powerful and frighteningly bright. The style of bulb used in these applications is reminiscent of an arc welder and we should all know not to stare at that.

Even on dipped beam the light produced is often much 'whiter' than we were previously used to giving the impression of being brighter. On main beam an approaching car can make you almost incapable of breathing and when you offer your flash of retort I expect to see the back to the future lines with both vehicles off into hyperspace.

So powerful are these beasts that many manufacturers seek to wrest control from us by offering auto dim features that will override our instinct to challenge the oncoming fire-eyed dragon.

This has all led to the increasing use of LED and laser technology on vehicles, infrared options are available to see without any appearance of light. Technology will allow adaptive main beam operation to focus the lights real time away from your potential jousting partner, the sport of dazzle will eventually become extinct as older cars head towards the light at the end of the final tunnel. What will we find to replace it? Hang on air horns! Who remembers Colonel Bogey?

On a serious note, check your bulbs, have the lights properly adjusted and be considerate to other road users. Dazzle them with your skill and planning, not your badly adjusted lights.

Richard Gladman, IAM RoadSmart's head of driving and riding standards.

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Time for a sharp Brexit...?

I drive a car. A car from a European manufacturer that builds lots of cars.

Lately, my car has taken on certain stereotypical characteristics akin to its place of birth. It's defiant (absolutely no need for all of the electrics to work properly), it's passionate (about guzzling tyre tread at an alarming rate) and it's suave; given a clean it looks pretty good and gives the impression, albeit falsely in this case, of a real mover.

But add to this a gearbox designed at 4.59pm Friday, a stereo that simply refuses to recognise my iPod and parking sensors that can detect dust and therefore beep a lot and you have one complex individual.

However, it does have some nice features. A panoramic glass sunroof that's great for seeing various things; the inclement British weather for instance, planes flying away from the inclement British weather and, erm, tall stuff. It also has a head-up display screen for the speedo that, and I kid you not, simply refuses to come out of its hiding place when it's too cold. Automotive technology infused with a shoulder shrug.

Recently its most prominent characteristic has been that of protest. Specifically, that it doesn't like acting like a car should and this it decides on a whim and when most inopportune. For inopportune read alarming or scary even.

Perhaps it's got wind of Brexit and can't stand the fact that its owner is ripe for divorce? An islander who doesn't appreciate the pedigree of its maker and the struggle that went into achieving mass-market popularity. Making my car certainly seemed a struggle for them, that's for sure.

Metaphorically, it's triggered its own Article 51, which appears to be embedded somewhere in the on-board engine management system. Therefore, we've fallen out, it's leaving me, or more accurately I'm thinking of leaving it.

But what has all of this got to do with driving ability?

Well, last week it enabled me to tick the box that is labelled: "Truly terrifying driving experience." Picture this if you will. M25, 8am rush-hour, misty, I'm in lane three of four. It decides to cut out. Revs drop, power goes, speed plummets. My mouth's agape, my palms drenched.

If it wasn't for the two trucks in lanes one and two that must have seen this, my hazards blinking and my desire to move to my left without any further ado, then I would have been a significant mention in every travel bulletin that morning. And that's if I had been lucky.

So thank you to the two truckers for your experience, skill and awareness in allowing me to get out of my nightmare without any fuss or damage; by slowing further you allowed me to embrace the hard shoulder like I've never done before.

And to my Euro car with whom I have lost faith and patience, I think the time is nigh for a final "au revoir", "auf wiedersehen" or "ciao" and for me to explore new, enticing (automotive) markets.

Duncan Pickering, IAM RoadSmart market development manager

This blog was prepared or accomplished by Duncan Pickering in his personal capacity. The opinions expressed in this article are the author's own.

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I had a similar experience about 20 years ago when a rear tyre blew out in the outside lane of the M69 on my way to work. I was lucky that there was very little traffic in lanes one and two and I was able to cross to the hard shoulder. I managed to change the wheel in record time and was not late for work!

Have you had any similar experiences? If so we'd love to hear about them and did your advanced driver training help you control the situation.

Ed

Beamish Open Air Museum

Back in 1958 Frank Atkinson, the director at the Bowes Museum in Barnard Castle, presented a report to Durham County Council recommending that items of everyday history should be collected to form part of an open air museum. He started collecting all manner of items and in 1970 the Beamish Open Air Museum was born.



Pockerley Old Hall

Bank, Sweetshop, Pub and Garage and a row of terraced houses. There is also a park with a bandstand where there are regular brass band performances. Next to the town is Rowley railway station where a steam train runs at weekends and school holidays and next to the station is the fairground with working rides.

The 1940s farm represents a farm during the second World War all geared up to help with the war effort.

The pit village and colliery have a school, chapel and the Hetton Silver Band hall where regular concerts are held. As with the 1900s town there is a row of terraced houses for the colliery workers. One other exhibit is the Mahogany Drift Mine with guided tours throughout the day.

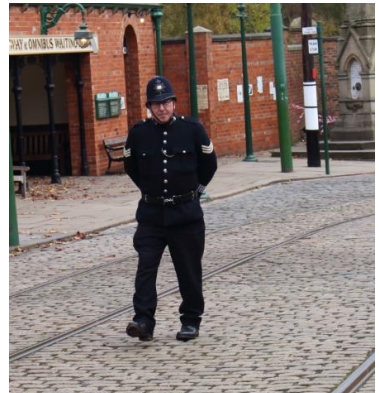
All the staff on site are dressed in period costume adding to the atmosphere.

Adjacent to Pockerley Hall is the Pockerley Waggonway with short trips on a train pulled by a replica locomotive.

There are plenty of places to eat ranging from the Tea rooms in the 1900s town, Davy's Fried Fish shop in the Pit village and the British Kitchen in the 1940s farm (don't forget your ration book though!)

On the 350 acre site the museum comprises areas dedicated to different time periods represented by Pockerley Old Hall for the 1820s, a 1900s Pit Village and Colliery, a 1900s town and a 1940s Farm. Most of the buildings have been carefully taken apart and brought from other sites and reconstructed on the museum site.

Perhaps the largest area is the 1900s town where the high street has its Co-operative Society shop, a working baker, Chemist and Photographer,



The Local Constabulary



The Wartime Menu



Two of the Transport Fleet

Transport between the areas is by trams and buses or you can walk.

There are plans for a new area to represent the 1950s and to extend the existing areas and to include an 1820s coaching inn which will also offer overnight accommodation.



The Pit Village

There is so much to see that one visit is not enough but fortunately the tickets allow unlimited visits for 12 months. For more information visit the website

<http://www.beamish.org.uk/>

Keith

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Just a reminder that the Tour de Yorkshire is taking place between the 28th and 30th April and I would like to publish a selection of pictures from the event in next months newsletter. If you take any pictures you'd like to see in the newsletter you can email them to me at the address on page 20.

Ed

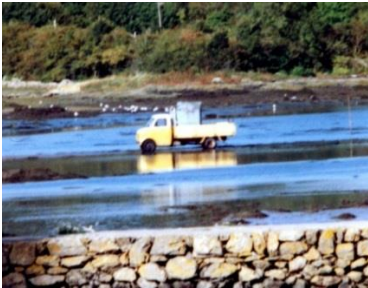
And Finally.....



Back in the early 80s I worked at the Marine Science Labs in Menai Bridge, part of the university at Bangor. One of the labs buildings was on an island in the Menai Straits with access via a pedestrian walkway and a causeway for vehicles which was only accessible at low tide. The oil tank for the heating system in this building needed replacing so a local company was called out to replace it, which they did successfully.



However their journey off the island didn't go to plan. By the time they were ready to leave, the tide had started to come in covering the causeway with a few inches of water. They decided to risk the journey but took it too fast flooding the engine and had to abandon the van with the old tank on the back.



The photos show the result with just the top of the cab visible above the water. At one point someone had to row out to tie the old tank down to stop it floating away. The following day after the tide had gone out the van, now a write off, was recovered.

The twist in the story is that they had borrowed the van for the job!

This Month's Teaser

Including the junctions at each end, how many junctions are there on the M1?

Last Month's Teaser

Genevieve was a 1904 Darracq, driven by John Gregson, and the other car, driven by Kenneth More, was a 1904 Spyker.

Your Committee

Chairman	Martin Fillingham	01274 584899	fillin_m@hotmail.com
Vice Chairman	Lesley Pollard	07752 881555	lesley.pollard173@gmail.com
Secretary	Position Vacant		
Treasurer	Rosie Bricis	0113 2534528	rbricis@live.co.uk
Membership Secretary	David Rockliff		Membership.myamcar@iamGroups.org.uk
Youth Contact	Vicky Croft	01924 404095	vickycroft@sky.com
Speaker Secretary	Position Vacant		
Events Manager	Alan Jones	07714 444595	alan.j909@btinternet.com
Website	David Rushfirth	01924 211510 07966 134045	myam.webmaster@outlook.com
Newsletter	Keith Wevill	01274 815281	kcw2hwc@tesco.net
Chief Observer	David Rushfirth	01924 211510 07966 134045	myam.webmaster@outlook.com
Ex officio	Bob McDermott Andrew Simpson-Laing		

URGENT REQUEST

This request for a Group Secretary has been running since the last AGM. We now have a nomination for this committee position however we also need a Speaker Secretary to organise the social meetings at the Manor Golf Club. To find out more contact the Chairman or Vice Chairman.