

# ARE WE THERE YET?

Mid Yorkshire Advanced Motorists Newsletter

November 2017

**iam**  
RoadSmart

Group Number 4178  
Registered Charity Number 1053843





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### **Cover Photo - Crossing The Ribbleshead Viaduct**



This Grade 2 listed structure carries the Settle-Carlisle railway across Batty Moss in the valley of the river Ribble. Built between 1870 and 1874 it opened in 1875 to goods traffic and to passenger trains a year later. In the 1980s it was threatened with closure as it was considered unsafe by British Rail but after much public protest, the proposals were retracted and the viaduct and the rest of the line were repaired.

## FORTHCOMING GATHERINGS

Date	Meetings	Location
<b>Sunday 5th November 9:30 am</b>	<b>Sunday Driving Sessions</b> Assessment runs for all Associates & Members. Look for the caravan.	B&Q Car Park, Aspen way, Glasshoughton, Castleford. WF10 4TA
<b>Monday 6th November 8 pm</b>	<b>MYAM Social Evening</b> Whiteknight Yorkshire Blood Bikes	The Manor Golf Club. Bradford Road, Drighlington, Bradford, BD11 1AB (See page 7 for directions)
<b>Friday/Saturday 17<sup>th</sup>/18<sup>th</sup> November</b>	<b>Wakefield Christmas Market</b>	Wakefield Cathedral Precinct
<b>Sunday 19th November 10 am</b>	<b>Sunday Driving Sessions</b> Assessment runs for all Associates & Members.	McDonalds car park On the roundabout with Oakwood Lane and Easterly Road LS8 2RB
<b>Saturday 25th November 10am – 6pm</b>	<b>Ossett Christmas Lights Switch On</b>	Ossett Town Hall WF5 8BE
<b>Sunday 3rd December 9:30 am</b>	<b>Sunday Driving Sessions</b> Assessment runs for all Associates & Members. Look for the caravan.	B&Q Car Park, Aspen way, Glasshoughton, Castleford. WF10 4TA
<b>Monday 4th December 8 pm</b>	<b>MYAM Social Evening</b> Quiz & Buffet	TBA See page 7

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

Well the cut and paste gremlins struck again last month as the date in the newsletter of the October meeting was out by a couple of days. Apologies for that. With that in mind I thought it would be informative to let you know how the newsletter is produced.

I normally start as soon as the previous issue has been sent out by copying that issue to a new folder on the PC and renaming it. Next anything which has to be changed is highlighted, this most of the newsletter with the exception of the directions, MYAM online and committee pages.

Then it's the front cover, a new picture and change the date. Copy the picture to the contents page, reducing the picture size and adding brief details of the cover subject.

Using the year planner the dates of the next two social meetings, Sunday driving sessions plus any events, are added, or I should say cut and pasted to the table and the dates amended. This is where the date errors usually creep in.

It's then a case of reading through the IAM RoadSmart website for one or two news releases and tips.

I receive details of the new members and passes so these are added, as is a report on the previous month's meeting. If I'm lucky someone will have written one for me, if I'm not then I will have to write it, adding a photo or two. Then there's the answer to the previous months teaser and adding a new teaser plus the amusing story or photo. The list of birthdays is next. This leaves a few pages to be filled, hopefully I've received a few contributions if not I'll trawl the internet for something of interest or write another article usually based on a visit or previous motoring experience. The last item to be written is normally "From the Editor".

I'll then update the contents page and check the whole newsletter for errors, correcting any I find, leave it for a day or so then do another check for errors. After another check it's usually OK so it gets converted to pdf format for distribution. I'll check the pdf which normally highlights other, more subtle errors. Once corrected, it's ready for distribution. I normally check the email list for duplicate addresses then send it out in batches. Any undeliverable replies are sent to the membership secretary.

So that's how it's done and in spite of all the checking the occasional error still creeps in (usually spotted after I've sent it out!).

**Keith**

## GROUP MEMBERSHIP NEWS

# Welcome to the Group

### New Associates

Josephine Bergin, Louise Evans, Mrs Phillip Jagger,  
John Kellett, Casandra Tucker, Julie Tyler

# Congratulations

### On passing the Advanced Test

Sally Burton - Observer Ken Sykes  
Simon Gartside - Observer George Tickle

# Happy Birthday this month goes to

Robert Banks, Colin Beaumont, Daniel Beckington, Martin Berger,  
Allen Blake, Rosemary Bricis, Russell Burgess-Dawson,  
Michelle Chaplin, Carol Driver, Peter Ellis, Jayne Firth,  
James Ford, Drew Geldart, Emma Greenhalgh,  
Janice Haigh, Nigel Halliday, Stephen Hodgson, Chris Jackson,  
Zoe Kemp, Richard Lindley, Robert Pearson, Les Plumb,  
Janice Priestley, Paul Scorer, Jeff Tate, Lorraine Whewell

# 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.



**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.

**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](http://www.iamroadsmart.com/groups/midyorkshire)

or use the QR code.



On the website you'll find details of our events, courses, the latest news from the group and copies of previous newsletters.



**TWITTER** We now have our own Twitter account which can be found at [twitter.com/MYAM4178](https://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.

## **Potential Change of Venue for Social Meetings**

The committee are looking into changing the location of our Social meetings with effect from the December meeting. The new venue is where the West Yorkshire Advanced Motorcyclists (WYAM) currently hold their meetings and is not far from our current venue, the Manor Golf Club.

More details in the next newsletter.

# September Meeting

## Alcoholics Anonymous

MYAM member Phil Eaglen was our speaker at our October meeting. Phil explained he had been an alcoholic but had now been alcohol free for 17 years thanks to Alcoholics Anonymous and is now heavily involved with the organisation. Being an alcoholic is different to someone who can drink 20 pints in an evening then not have another drink for days as an alcoholic has a craving for alcohol and will do anything to get a drink.

Alcoholics Anonymous started in the USA in 1935 as the outcome of a meeting of two men, Bill and Bob, Bill had recovered from alcoholism with the help of the Oxford Group, a mostly non-alcoholic fellowship that emphasized universal spiritual values in daily living. With help from Bill, Bob became sober and never drank again. This formed the basis of Alcoholics Anonymous and in 1939 the textbook Alcoholics Anonymous, seen on the table in the photo, which explained the philosophy and methods of AA and contained the Twelve Steps of recovery.



The organisation spread worldwide and there are now around 6000 groups in the UK. Each group comprises men and women who share their experience, strength and hope with each other that they may solve their common problem and help others to recover from alcoholism.

The only requirement for membership is a desire to stop drinking. There are no dues or fees for AA membership, the groups being self-supporting through contributions from the membership.

The groups operate on a Mentor/Protégé system and Phil then introduced one of his proteges, Simon, who explained his life as an alcoholic and how he stumbled into AA four years ago and how, with Phil's help his life has changed for the better.

For more information, including the history of the organisation, visit the AA website

<http://www.alcoholics-anonymous.org.uk/>



# Enjoyable Road Journeys

Have you ever had a road journey that has been a pleasure to drive, no hold ups, free flowing traffic, good weather or a journey that was particularly memorable?

One of my memorable journeys was down the A5 back in 1989. It was late October/early November, I can't recall the exact date, and a Friday. I had driven up to Bangor in North Wales from Leicester for an event organised by the university engineering department where I did my degree. The event finished around 10pm so I set off back to the Midlands to stay the night with my parents in Birmingham before returning to Leicester the following day.

Now Friday was generally a bad day to travel down the A5, having done the same 135 mile journey many times while I was a student and worked at the university in the 70's and early 80's. Get it wrong and you hit the Irish traffic coming from the Holyhead ferry, they all seemed to travel in convoy slowly down the A5. If you know the A5, as it was in the 80's, you'll know that through Wales it's mainly single carriageway with many bends especially through the mountains with few opportunities to overtake. Irrespective of the car, from a Mini to an XR2, it always took around 3½ hours to get to Birmingham.

So I set off from Bangor, I was a gloriously clear night with a full or nearly full moon. Coming out of Bangor there were very few cars on the road and I was able make good progress down through Bethesda and through the Ogwen valley in Snowdonia. I had the cassette player on and with a background of some of my favourite music and the moon shining through the sunroof had the road to myself. In the hour or so it took to get to Llangollen think I only came across one other car.

My route took me round Shrewsbury then via Bridgnorth and Stourbridge to south Birmingham, passing the BL factory at Longbridge. There were more cars on the road on this part of the journey but I still made good progress arriving at my parents in the early hours of the morning.

One other memorable journey was from Leicester to Bradford on one of our regular visits to Caroline's parents. Again this was on a Friday but this time we were travelling on the M1. As you might expect this is generally a bad time to travel and an average journey time was 1¾ hours. Our worst time was around 3½ hours due to major roadworks.

On one occasion we set off between 5 and 6pm, our normal start time, and had the motorway almost to ourselves with very few vehicles on the road and made excellent progress shaving around 20 minutes off our normal journey time. The reason? ..... England were playing in the World Cup with a 5pm kick-off!

**Keith Wevill**

## Supervising a provisional licence holder: tips from IAM RoadSmart

Getting private practice while learning to drive plays an important role in gaining vital experience behind the wheel before taking the driving test. Before you offer to take someone out make sure you have the relevant information.

This week's tips give advice to all those willing or conscripted into giving the learner additional driving experience from IAM RoadSmart's head of driving and riding standards, Richard Gladman.

Firstly let's get the legal bits out of the way - You must be at least 21 years old. You must have held a full driving licence for at least three years, your licence must be for the same type of vehicle you are going to supervise the learner in and the vehicle must display "L" plates: <https://www.gov.uk/driving-lessons-who-can-teach-you>.

Remember you are the responsible person and as such you are deemed to be in control of the car when you are supervising a learner driver, therefore the same road traffic laws apply to you as to the driver, e.g. not supervising a learner driver whilst under the influence of alcohol or drugs or using a hand held mobile phone.

It's also your responsibility as the responsible person to ensure the vehicle is in a safe and roadworthy condition. A very valuable exercise is to show the learner how to carry out checks to ensure the vehicle is safe to use on the road – you can get a copy of the driving test show me tell me questions here.

<https://www.gov.uk/government/publications/car-show-me-tell-me-vehicle-safety-questions/car-show-me-tell-me-vehicle-safety-questions>

We recommend getting an additional mirror to use as a rear view mirror from the passenger seat, a suction mirror often used to view children in the back is suitable, widely available and not an expensive purchase.

Talk to the learner's driving instructor regularly, working out a practice plan can save valuable time and money. Planning your route and what you are going to cover is very worthwhile as driving around aimlessly won't be the best use of your time or experience, taking a learner somewhere too advanced could also do more harm than good.

Most importantly keep calm, yes it's easy to say, but keeping calm really will pay off and save any heated arguments with the learner behind the wheel.

Keep your instructions precise and in good time – a learner needs to have time to process the information and then plan what to do, saying “carefully” or “slowly” when you mean use the brake pedal can cause confusion, words are interpreted differently not always with the same level of understanding. A useful guide to sitting with a novice can be found here.

[http://roadsafetyscotland.org.uk/sites/default/files/So%2C%20Your%20Teenager%20i%20Learning%20to%20Drive\\_0\\_0.pdf](http://roadsafetyscotland.org.uk/sites/default/files/So%2C%20Your%20Teenager%20i%20Learning%20to%20Drive_0_0.pdf)

Setting a good example and explaining what you are doing when driving can be really helpful – it gives the learner an insight into what you observing, anticipating and planning and gives them time to ask questions without being in the driving seat.

Lastly but not least remember things might have changed since you learnt to drive so when the learner says: “but my driving instructor says I should do it like this” listen and think about it, you can always check with the instructor later – you might even learn something new.

Richard said: “Research proves that a combination of professional lessons and extra practice builds experience and can give a new driver a firm foundation for a safe driving career. Driving is a life skill so approach it properly with a good plan and a clear idea of how your miles together fit in with the approved syllabus.”

## **Securing the load: tips from IAM RoadSmart**

Thousands of collisions occur every year on the UK’s main roads due to objects falling from vehicles. These needless incidents cause serious delays to other road users, as on average they take 20 minutes to deal with each time – often stopping traffic for items to be removed.

This week’s tips offers advice on securing a load to drivers and riders from IAM RoadSmart’s head of driving and riding standards, Richard Gladman.

The heavier the lower, the lighter the higher. Pack the bigger and heavier things on the bottom as a base then put the smaller items around or on top of them.

A badly loaded vehicle may affect headlight alignment – adjust them to prevent dazzle. If you regularly have to pack too much in the back of the car why not invest in a good quality roof box designed for your make of car? The same ‘heavier lower/lighter higher’ rules apply but ensure you don’t overload the roof box beyond the recommended weight – amend your driving to take account of the higher centre of gravity.

Make sure bigger objects fit inside your car. The Highway Code states that “you must secure your load and it must not stick out dangerously.” If you know you are purchasing a large item why not have it delivered as opposed to endangering your life and others’. Trying to drive with a boot or hatchback open also risks sucking fumes

back into the vehicle which can affect your ability to concentrate. Don't take a chance of being prosecuted for insecure load or unsuitable vehicle.

Keep the driving area within the vehicle clear. Drivers have been known to crash because of a loose can under the brake pedal – don't risk it! As much as it is tempting to overload and make one trip to your destination, stacking objects all over the place can be very dangerous. Make sure you keep areas such as the parcel shelf and footwells clear. Loose items flying around the car operate as distractions and can also injure those in the car.

Richard said: "Overloaded vehicles can become easily unstable, difficult to steer or less able to stop safely due to uneven weight distribution and the forces needed to stop heavy vehicles. Once your load is secure take a quick test drive so you can feel what has changed. Once you are on the move observation and anticipation are even more important if your car is driving differently from normal. Remember to adjust your headlights if needed.

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## Winter Driving

I don't have to remind you that the clocks will go back soon and winter is on its way. So are you and your car ready for winter? Last year David Stringer talked about Winter Driving so here's a summary of his talk to help you prepare for winter and driving in snow.

Keep all your windows clean and free from snow and ice.

Keep the washer fluid topped up with a mixture of water and screenwash.

Check the wiper blades for damage, replacing them if necessary. Also before setting off check they are not frozen to the windscreen,

Check your tyres have plenty of tread. Consider fitting winter tyres.

Have a warm coat, high vis jacket and boots/wellies in the car and a shovel or piece of old carpet or sacking can be useful.

Keep your mobile phone charged.

Allow extra time for journeys in bad weather.

In snow try to keep moving remembering stopping distances will be significantly increased.

Hopefully we won't have a bad winter but it's best to be prepared.



# The Practical British Muscle Car aka The Beast

A few people have asked me about my car, particularly at the shows, where it can usually be found alongside the MYAM caravan. They often wonder why an “old Rover” is so special to be at a show so here’s a bit of history.

I’ve always been keen on cars and spent many an hour tinkering with whatever I had at the time, even to the point of building my own kit car back in the 90’s. I had always wanted to own something a bit special and out of the ordinary and often said something big, American and V8. A bit daft these days I must admit but that thought never went away.

Then along came MG, just when everybody else was shying away from them I took the plunge with a nearly new ZS180. A V6 so just a little short of the V8 I always wanted but I was hooked. Fast forward about 4 years and one day my wife and I were driving back up the M1 towards Wakefield when what I thought was a Rover 75 went past making a distinctive V8 noise. We looked at each other and almost in unison said, “now that sounded nice”.

After a little research I found out that it was an MG ZT260 complete with a Ford Mustang V8 engine. When I told Jackie what it was she said, “so what’s stopping you?” I took that as the green light so started looking for one. They are very rare with only 883 of them ever being built but 6 months later I was collecting number 138 from a dealer in Sheffield. The journey back home made my cheeks ache with the constant grin I had on my face. All the character of an MG with the rarity of such a small manufacturing run, topped off with a big, lazy American V8.



The car is based on the front wheel drive Rover 75/MG ZT but the 260’s had to undergo a complete rethink of the chassis and floor pan by the MG Engineers to fit the Ford Mustang 4.6l V8 engine, 5 speed American Gearbox and a limited slip differential from Australia, converting it to rear wheel drive. Front brakes are from the BMW M5 and the rears are Lotus Elise. Perhaps with all those different bits I should have named it the Mongrel rather than The Beast. They did a pretty good job of it though, considering the small budget.

Before MG Rover went to the wall MG Sport and Racing had designed and built a single supercharged version of the 260 and had the approval to start a manufacturing run. This was to be called the MG ZT385. Unfortunately, the factory closed before it went into full production. I did however get the opportunity to buy one of the complete engine and supercharger units from the factory and promptly handed my car over to an owner of a garage in Huddersfield who had already done the same conversion on his own car.

What a transformation. After the remap the car now produces 383HP with 60mph coming in just little over 5½ seconds and limited to 155mph, so at about the same time I took the IAM course to make sure I kept my licence!! The supercharger provides boost from very low down in the rev range so will still pull in 5th gear from 10mph so very rarely do I get caught out in the wrong gear.



The latest job was to give the car a colour swap from the original and quite common Starlight Silver to a less common MG colour of Orange Grove makes it a truly unique car. I've never really liked the silver but with such a rare car I didn't have that much choice. So from 883 ZT 260's, down to just 10 with the Roush Supercharger and now to the only one to wear Orange Grove as a colour. I think that ticks the "bit special and out of the ordinary" box.

I do consider the car as relatively standard as it copies what MG Rover intended to do and what they did achieve on one car from the production line, and with the bonnet closed it just looks like another old Rover. I do have a few more plans for the car but keeping it for as long as it continues running is top of that list.

Were MG Rover mad to build a car like this, yes, but I'm glad they were.

**David Rushfirth**

## **IAM Membership Benefits**

You're a member of the IAM, so what benefits do you get for your membership?

Apart from insurance from IAM Surety benefits include discounts on

- New cars from Mercedes, Suzuki, Volvo and Fiat.
- Tyres and services from National Tyres and Autocare.
- Airport parking at many UK airports.
- Short UK and European breaks.
- Car hire in over 17,000 locations worldwide.
- Vehicle warranty from Clarity Cover.
- Car servicing from Prestige Car servicing.

For more details click on the link

<https://www.iamroadsmart.com/my-dashboard/my-benefits/benefits-marketplace>

If you have used any of these discounts please let us know of your experiences.

# And Finally.....

LEXOPHILIA - No it's not a disease but many of us have it!

- . Venison for dinner again? Oh deer!
- . How does Moses make tea? Hebrews it.
- . England has no kidney bank, but it does have a Liverpool.
- . I tried to catch some fog, but I mist.
- . They told me I had type-A blood, but it was a Typo.
- . I changed my iPod's name to Titanic. It's syncing now.
- . Jokes about German sausage are the wurst.
- . I know a guy who's addicted to brake fluid, but he says he can stop any time.
- . I stayed up all night to see where the sun went, and then it dawned on me.
- . This girl said she recognized me from the vegetarian club, but I'd never met herbivore.
- . When chemists die, they barium.
- . I'm reading a book about anti-gravity. I just can't put it down.
- . I did a theatrical performance about puns. It was a play on words.
- . Why were the Indians here first? They had reservations.
- . I didn't like my beard at first. Then it grew on me.
- . Did you hear about the cross-eyed teacher who lost her job because she couldn't control her pupils?
- . When you get a bladder infection, urine trouble.

Thanks to WYAM newsletter Bike Torque for this.

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## Last Month's and this Month's Teaser

It must have been fairly obvious that the most photographed clock is of course the clock in the Elizabeth Tower at the north end of the Houses of Parliament. It's often called Big Ben but that is incorrect, so for this month's teaser what is Big Ben?

# Your Committee

<b>Chairman</b>	<b>Janice Haigh</b>		Contact via the secretary
<b>Secretary</b>	<b>Andrew Simpson-Laing</b>	01132 299522 07743 306654	<a href="mailto:andrewasl@ntlworld.com">andrewasl@ntlworld.com</a>
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## URGENT REQUEST

We now have a Group Secretary however we also need a Speaker Secretary to organise the social meetings. To find out more contact the Secretary.