

ARE WE THERE YET?



Mid Yorkshire Advanced Motorists Newsletter

September 2017

iam
RoadSmart

Group Number 4178
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Cover Photo - E type Jaguar at the Thornes Park car show

Called “the most beautiful car ever made” by Enzo Ferrari on its release in 1961 the Jaguar E-type is one of the most iconic cars of the 1960s. Available as a Fixed Head Coupe or a two seat convertible it remained in production for 14 years with over 72,000 being built before being replaced by the XJS in 1975.



FORTHCOMING GATHERINGS

Date	Meetings	Location
Sunday 3rd September 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 4th September 8 pm	MYAM Social Evening Aldene Woodward from the Fire Service on the RTC.	The Manor Golf Club. Bradford Road, Drighlington, Bradford, BD11 1AB (See page 7 for directions)
Sunday 17th September 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
Monday 2nd October 8 pm	MYAM Social Evening Phill Eaglen and his colleague will talk on behalf of AA (Alcoholics Anonymous)	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

So the government want to ban the sale of petrol and diesel cars from 2040 to reduce air pollution. This can be interpreted as a move to encourage the sale of electric cars but have the government thought about the implications of this policy? I think not.

All cars need refuelling and to do so needs the appropriate infrastructure. This has been developed over many years for petrol and diesel vehicles and works well with typical refuelling taking just a few minutes. To change to electric transport would require a new set of charging stations which would need to have significantly more charging points as “refuelling” an electric vehicle takes significantly longer. This is in addition to the installation of home charging points. There is also the question of compatibility, with petrol and diesel the filler nozzles are standard and will fit any vehicle but some electric vehicles have their own charging points which are not compatible with other electric vehicles.

Then there is the question of providing the additional power for charging these vehicles. In a previous newsletter a report stated that up to 20 new power stations could be required to provide the extra power needed as the current electricity capacity in the UK is precariously close to maximum. Currently the electricity demand reduces at night allowing the electricity suppliers to “recharge” the pump storage power stations used to supply power at peak times during the day. With overnight charging this ability could be reduced. Wind power is not necessarily the solution as it is very dependent on the weather and the output per turbine is small compared to conventional power stations. I would estimate that it would take over 1000 turbines to replace one conventional power station. How much land would that take up?

To provide this additional power generation capacity and the charging infrastructure would be a significant cost and may have to be taxed as the revenue the government currently receives from petrol and diesel would reduce as the take up of electric vehicles increases and electric vehicles would have to be subject to V.E.D. The classic example of reducing tax revenue is the V.E.D. rates introduced a few years ago based on CO₂ emissions. The car manufacturers responded by improving the fuel consumption and CO₂ emissions moving more vehicles into the lower tax bands. Good for the environment but not for tax revenue. A double whammy with less income from both V.E.D. and fuel tax resulting in a new VED system introduced this year.

One other question is will it reduce the levels of NOx? These have been falling and in 2015 were around half the levels they were in 2000 (DEFRA Draft revised AQ plan May 2017) with cars responsible for around 16% of the total and non-transport sources responsible for 50% of the UK NOx emissions. What is to be done about those sources?

Now I am not against electric vehicles but improvements must be made to the practicality of owning and using them before they become viable for long distance travelling.

Keith

Welcome to the Group

New Associates

Elizabeth Backhouse

Congratulations

On passing the Advanced Test

Steve Browett - Observer Ruth Watson

(Not only was Steve Ruth's first associate but he also gained a F1rst pass. Congratulations to both.)

Happy Birthday this month goes to

Roy Biggin, Colin Brear, Ben Cowell, Pauline Crossland, Ruth Gilliam, Mike Hammond, Martin Hillam, Stephen Hogg, Jamie Horne, Alan Jones, Brian Morley, Mikhail Mukhin, Graham Ness, Andrew Pell, Lesley Pollard, Keith Pratt, Ivan Simmonds, Gordon Smith, Bill Stewart, Stephanie Stringer, Mark Westley, Malcolm Whatcott, Martin Williams, David Wright

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 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

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.

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.

VW Emissions Part 3

Following on from the reported negative effects of having the VW EA189 emissions 'update' and its appearance on the Watchdog programme, it appears that VW are sending out letters to owners of the affected cars.

After the usual 'no negative effects' following the software update, the letter goes on to say that if a customer complains in respect of 'EGR, fuel injection system or emissions following treatment' with mileage not exceeding 160,000 the complaint 'would be considered very carefully'.

As I no longer have an affected vehicle I cannot confirm this but if you have had the 'update' done and are having problems you may be able to have the faulty parts replaced under this scheme.

August Meeting

Yorkshire Air Ambulance

Tracy Gregory came and gave us a passionate talk on behalf of the Yorkshire Air Ambulance at our last social. The YAA is a charity and relies solely on donations, preferring to be independent for funding.



The charity started in October 2000 with their first helicopter leased from the AA. It happened to be painted yellow and that colour has stayed ever since. It was also already 20 years old!

The logos the helicopters have on are all in recognition of the funds/services that have been donated to YAA, such as B. Brawn who donate all the medical equipment, Arco who supply all the staff uniforms and many more.

In 2006 the YAA were called to Elvington Airfield near York as Richard Hammond of Top Gear fame had crashed and was badly injured. Richard, as thanks, was instrumental in Helicopter Heroes appearing on TV which raised the charity's profile tremendously. His fan base also contributing to a deposit on a second helicopter.

There is an interesting timeline history on their website taking us to the present day with now two dedicated air support bases, Nostell Priory at Wakefield and RAF Topcliffe, with 2016 taking delivery of two brand new state-of-the-art Airbus H145 helicopters at a cost of £6 million each plus £500,000 for kitting out with the latest medical equipment.

The skilled pilots are all RAF trained, there are usually two highly trained paramedics and doctors regularly part of the team. The new helicopters are now able to fly in darkness and will be able to carry blood, a new partnership with the Whiteknights Yorkshire Blood Bikes.

The two helicopters cover the whole of Yorkshire with an area of 4 million acres, a population of around 5.3 million and 451 miles of motorway. They regularly fly 4 patients a day mainly to Major Trauma Centres – Hull Royal, LGI, Sheffield Northern and James Cook Middlesbrough – all depending on the injuries that need treating.

It costs £12,000 per day to keep operational, a huge amount but actually equates to roughly £1 per person per year.....makes you think!

Lesley Pollard

Presentations

MYAM's newly qualified Observers first Associate gets a F1rst

Ruth Watson, our latest qualified Local Observer, had very good reason to come to the last social evening with a big beaming smile on her face. Her very first Associate, Steve Browett, passed with a F1rst on the day before. Bill Jackson, Ruth's Observer when she was an Associate, was also over the moon with the result. Hopefully this will be the start of a long and productive observing career for her. Ruth is already onto her next Associate so here's hoping she can keep up the good work she has started. Pictured here are (from the left) Steve Browett, Ruth Watson and Bill Jackson.



In addition Deborah Hewitt received her certificate from Janice. Another pass for her Observer David Stringer.

You may not know, but we have a high success rate for our associates passing the IAM test, certainly above the regional average, and we always like to congratulate our successful associates by presenting them with their certificate at the monthly meetings.

Once an associate passes and becomes a full member of the IAM what better way could there be to further improve your driving and that of others than by becoming an observer. We always welcome any member who wishes to become an observer. For more details please contact David Rushfirth.

MYAM Visit Silverstone

On Saturday 5 August, 4 Observers from our Group joined 715 others for the first IAM RoadSmart observer recognition day at Silverstone race circuit. We arrived just after 7:30am ready for the fast lap registration opening at 8:00. IAM RoadSmart were still setting up when we got there so we had a little time to familiarise ourselves with the surroundings. At 8:00 we were at the registration desk and nominated Alan Jones as the passenger for our Group. Given the choice of either an Aston Martin or a Caterham he opted to go in the Aston. He came back with a smile that wide you'd think his first Associate



They were using the International circuit and hit 166mph down Hanger Straight before breaking for Stowe.



We had a wander (by bus) over to the other side of the circuit to pay the Bentley Car Club a visit. They were using the National Circuit for racing. Some Bentleys were racing but lots of other classics were too so plenty to watch.

After a spot of lunch in the Paddock Café we came back over to the Wing where there were plenty of other activities going on. We were lucky and managed to book a few of the limited places on the tour of the facilities, which took in the rooms used for the Grand Prix including the press rooms, commentary boxes and podium. Race control was fascinating and much bigger than expected.



Hanni Kaye had a go at the BATAK reaction test getting a score of 35 on the 30 second programme. Not bad at the first attempt.

I wonder if her favourite Transformer could have done better?



There were lots of other activities to keep us occupied, some we only saw fleetingly such as the parking and manoeuvring competition and the Formula 1, wheel change event.

Towards the end of the day there were a few presentations including the Observer Recognition. Some Observers present at the gathering were awarded a pin badge in recognition of the number of associates they have helped to get through the Advanced Driving Test. We have brought a few back with us so any Observers who would like one please see David Rushfirth.



We were back on the road at about 3:30pm to get ready for the MG Car Show at Pateley Bridge the following day.

David Rushfirth

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More Sat-Nav Stories

Continuing from last month here's part two of Janice's sat-nav story.

On another occasion, Tony and I were again in his car, but this time we were driving to a conference in Liverpool. As Tony was undergoing chemotherapy at the time, he asked if I would drive, and, as we set off to join the M62, Tony input the destination into the satnav on his mobile 'phone.

All went well on the journey until we were driving past Manchester. Suddenly, the satnav started telling us to "turn around when possible". Needless to say, I told the satnav (yes, I do talk to my satnav) that I had no intention of turning round, since we were going to Liverpool. As there was obviously something wrong, Tony checked that he had input the correct destination. It was correct. However, every few minutes, the satnav kept telling us to turn round.

Finally, Tony picked up the 'phone and turned the sound off, hoping the fault would soon right itself. Imagine our surprise, when we suddenly heard, "turn around when possible" even though the sound was off. Needless to say, Tony was blaming my effect on equipment, and I was starting to laugh!

After a few more minutes of this, Tony picked up the device again and turned it off completely, saying, "That should do it!" And he continued to blame me.

Can you imagine the scene when only a few minutes later, the mobile 'phone, which had been turned completely off, suddenly said, "turn around when possible!"

The air on Tony's side of the car was blue, and I could hardly drive for laughing!!!

Janice Haigh

The 32nd MG Show, Pateley Bridge

Having driven back up the M1 from the Observers day at Silverstone on Saturday, through some light rain, it was out with the car wash stuff and polish at 8pm that evening to get the MG looking its best. The neighbours must have thought I was mad. Early Sunday morning, 6th August, caravan collected, we were off up to Pateley Bridge for the Harrogate MG Show.



The area we had been allocated was amongst the other traders and on the main route from the car park into the show ground so a good spot. An hour after we arrived we were set up and ready. So, the first job was a bacon buttie and a coffee. I was only having one as a show of support to the local farmer!!!!

We had a few good quality enquiries, especially in the morning, with a steady number of visitors to the stand throughout the day. We did get a few enquiries from members of IAM RoadSmart who were not aware of MYAM so hopefully a few new Group members will be on their way.

The weather stayed dry for us with just a few spots of rain once we had everything packed away at the end of the day. A great day was had by all so we will be booking in for next year soon, so if you fancy a visit, put Sunday 12th August 2018 in your diary.

We current do not have any further shows planned this year until November 25th for the Christmas Lights switch on in Ossett. We are on the look-out for suitable shows to attend so if you know of one which you think would be suitable, please let us know.

David Rushfirth

Hydrogen cars: the greatest challenge?

Today, all sorts of engine technologies are fighting for prominence. There has been major development in battery powered cars, hybrids and plug in hybrids. Diesels have become ever more efficient and cleaner (yes, really) and petrol engines now rival diesel for fuel efficiency, at least on some types of journeys.

But the very first vehicle powered by an internal combustion engine actually dates from a couple of centuries ago, and it ran on hydrogen. Built by Frenchman, François Isaac de Rivaz in 1808, it wasn't very practical; the driver had to operate the valves by hand, press a button to fire the spark and the range was around 100 metres, but it was a first, and since the only exhaust product was water, it was pollution free.

For the past 15 years or so, I have represented IAM RoadSmart on various advisory bodies looking at how we can reduce the pollution from vehicles. Throughout this time, the mention of hydrogen usually provoked the sceptical response, "Hydrogen is the fuel of the future – and always will be"; a legacy of the many failed attempts to harness the clean power of this plentiful gas.

Nevertheless, engineers have continued to pursue the goal of a reliable hydrogen power unit because of that clean exhaust. The only thing you get when you burn hydrogen is water, which is completely harmless. No poisonous oxides of nitrogen to give us heart disease, no soot to trigger cancers, no carbon dioxide to fry the planet.

Getting the power plants to work reliably has been tricky, but this has now been overcome using fuel cells to generate electricity to power an electric motor to drive the wheels. Most of us will remember the electrolysis experiment we did at school with a couple of electrodes in a flask of water which split the water into hydrogen and oxygen.

Fuel cells reverse that process, combining hydrogen and oxygen to produce electricity. Making fuel cells that work reliably, efficiently and safely is complex technology but engineers are finally mastering it.

The much bigger challenge is how to manufacture hydrogen on a large scale. There are two ways of producing hydrogen commercially; reforming methane, which is dirty and energy intensive, and electrolysis of water which can be very dirty if a coal fired power station generates the electricity to do it - and we are already short on electricity generation capacity.

The current techniques produce so much pollution and greenhouse gas from the manufacturing plant that conventional engines are a much greener option overall. Nevertheless, Toyota, Honda, Kia and Nissan have hydrogen fuel cell powered cars on the market today, albeit in small numbers, and the UK government is committed to investing in a hydrogen fuel infrastructure to re-fuel these cars. So how can enough hydrogen be produced without creating even more environmental damage?

The best argument for hydrogen is to think of it as a way of storing energy. Thanks to various politically motivated subsidies and initiatives, we now have substantial wind and solar generating capacity which produces loads of electricity when we don't want it - during the day for solar power, when lights are off and people aren't cooking dinner and watching TV, intermittently and unpredictably for wind.

We can't store that power* at the moment so turbines stand idle and the solar power is not used. Tidal energy will at least be predictable but a lot of tides still peak when the power's not needed.

One idea is to use surplus solar/wind/tide power to electrolyse water and produce hydrogen which can then be stored and used to power vehicles. The potential is substantial; only a small percentage of the overall annual transport energy consumption, but nevertheless significant.

This of course means the generating companies, motor industry, fuel industry and government departments all agreeing to work in a co-ordinated and co-operative manner, putting the public good above individual interest.

Maybe that's the biggest challenge of all.

Tim Shallcross, IAM RoadSmart's, head of technical policy and advice

* That's not strictly true as the UK has three pump storage power stations located at Festiniog and Dinorwic in North Wales and Cruachan in Scotland. These are hydroelectric power stations which pump water up to a top lake when electricity demand is low and use it to generate electricity at peak times, for example during TV commercial breaks when people switch on kettles. This saves having coal or gas fuelled power stations running on standby to provide this extra power. As an example Dinorwic can provide 300MW, equivalent to around 100,000 kettles, to the grid in around 10 seconds.

I have visited all of these power stations but know the Dinorwic station best as it was being built while I was in North Wales. It is actually built inside the mountain and is a very impressive facility but driving through the Llanberis Pass you wouldn't realise it was there. If you are ever in Llanberis in Snowdonia the Electric Mountain attraction is worth a visit.

Ed

And Finally.....

The vicar was taking his bishop on a tour of his parish and called in to see one of his lady parishioners.

During the visit the lady asked the vicar “Would you like a glass of sherry?”

“Yes please” said the vicar and she handed over a glass. She then asked the bishop if he would like a glass of sherry.

“Certainly not.” said the bishop sternly, “I’d rather commit adultery”.

“Oh”, said the vicar, handing his glass back, “I didn’t realise we had a choice”.

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This Month’s Teaser

How good is your memory? Here is a blast from the distant past. Can you identify this sporting mascot and the event it was used for?



Last Month’s Teaser



According to the DVLA the three wheeled car seen at the Thornes Park show is not a Morgan, which was my first thought, but a Grasshopper.

Available in kit form or ready built this Morgan inspired car is available from the Pembleton Motor Company.

Your Committee

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Ex officio	Bob McDermott Julie Langham		

URGENT REQUEST

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