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**The cost of advertising is: Full Page £40.00  
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## Exhibitions and events

Come and see us in the precinct in scunthorpe town centre. We will have information and can give advice. Come along for a chat and support your local IAM group.

Dates are;

- March 14<sup>th</sup>
- April 11<sup>th</sup>
- May 16<sup>th</sup>
- June 13<sup>th</sup>
- August 15<sup>th</sup>
- September 12<sup>th</sup>
- October 17<sup>th</sup>
- November 14<sup>th</sup>

## Special events

We will be exhibiting at Winterton show in the 4th and 5<sup>th</sup> of July 2015...



and the very successful Rescue Day in Crowle on July 11<sup>th</sup>





Motoring tips from Britain's top advanced driver, Peter Rodger. This qtr, he advises on preparing yourself and your car for the April showers.

- Before you set off, set your heater controls – rain can make the windows mist up in seconds. You don't want to be fiddling with controls when you should be concentrating on the road.
- See and be seen. Put your lights on as a rule of thumb, whenever you need to use your wipers you should also turn your dipped headlights on, and before overtaking put your wipers on their fastest setting.
- Keep your eyes on the road ahead and plan your driving so that you can brake, accelerate and steer smoothly – harsh manoeuvres will unbalance the car.
- Slow down. In the rain stopping distance is at least doubled. Giving yourself more space also helps to avoid spray, especially when following a large vehicle.
- If you have cruise control, avoid using it on wet roads – you need to pay more attention to the road surface conditions and alter your speed gently.
- Strong winds can also unsettle your car and even change your direction of travel. Grip your steering wheel firmly and also be ready for the effects of the wind on other road users, particularly motorcyclists and flat-sided vehicles like lorries.

Rodger said: "A suddenly very wet road surface increases the chances of slipping when braking or steering, which is a problem not just for motorists, but for the cyclists and motorcyclists in among them too.

"When driving in wet conditions remember that stopping distances will increase, and visibility will be reduced. Drop your speed and give yourself more time to slow down."



Spring is a time of rain, rain and more rain. Allow extra room for stopping in wet conditions and check your brakes when driving through water and puddles.



## Old cars and winter repairs

New cars theoretically go on forever, with the occasional visit to a garage or until the three years is up and you get rid of it, but old cars aren't quite like that!

We have a 1961 Jaguar MkII, a 1972 TC Marina Coupe and now a 2000 S type Jaguar 3 ltr to replace Lesley's old Porsche 944, and in many respects the maintenance for them is the same, totally different to a modern car. Many will remember running today's supposed 'Classics' as everyday cars and fixing them up and keeping them going with basic repairs, but also remembering lack of heaters or at least one that almost worked and no self de-icing windscreens.

EU Legislation for the millions of new cars does not take into account the requirements of those few old cars still being used over short yearly mileages but fortunately the Federation of British Historical Vehicle Clubs (FBHVC) looks after our interests and lobbies for age related exclusions plus there is a 'Classic car club' of MP's. This all adds to the help we need to keep our old cars on the road. No matter what your politics, the conservatives gave us a rolling free road tax and Labour froze it at pre1972. The conservatives have eventually made it a rolling date again, but also made pre 1960 cars MOT exempt (not liked by a lot of owners as they prefer the benefit of a yearly safety check). I have been fortunate to have found a good MOT station that knows me and my cars and gives an honest pass or fail, but will also help me when trying to find the fault of strange symptoms (use of their brake test rollers).

Most modern cars are expected to be serviced at set intervals as laid down by the manufactures, miles or years (one or both are often ignored), and they are all in a race to get the longest service interval, and some to make the ridiculous claim that gearboxes are sealed for life (the life of the box.....approx 60,000 miles if you are lucky).

This all assumes that oil has been dramatically improved and filters are big enough to remove the abrasive metals from it?????

My work experience of over 30 years in engineering leads me to read manuals and service bulletins rather than fiction, so the maintenance of our vehicles is tailored to their use and time intervals. The worst thing you can do is not use a car, as the tyres go flat on one place and brake discs corrode at the pad and can seize and or scrap the disc. As I was often away from home for months at a time, I service the cars at least 3 times a year so as to leave Lesley a choice of two working cars, this is now down to twice a year, before the winter and after winter to keep the brakes at their optimum. Brake fluid is hygroscopic (absorbs moisture) so is changed every 2 years (old and modern cars) as my experience of silicon fluid was not a good one this is no longer used. This relatively frequent oil change also keeps the nipples free.

We have all heard the story of an MGB owner who hasn't changed his engine oil in years as he hasn't covered the 6000 miles, I do know of a guy who is so mean that he never changes his oil and only tops it up to the minimum mark (pre 1960 cars are not MOTed now! and it's a wreck) Our cars have yearly oil changes just before the MOT (the dirty oil is not being burnt during the emissions test) or at half the manufacturers service interval if less than a year. Gearbox and differential oils are changed at 4 years (this oil has a very heavy duty to perform) power steering fluid about the same.

Modern antifreeze has this nice 5 year interval, but some older engines still need the 2 year stuff (Jaguar MkII). Local recycling tips will take old anti-freeze and recondition it (only the anti-corrosion additives are worn out).

All relatively simple and cheap, but the changes to petrol are again giving rise to concerns with the unknown level of Ethanol content. I run the above cars on higher octane petrol or LPG to hopefully minimise the content, who knows what it is?? We are told that high levels of ethanol will rot hoses, steel fuel tanks and copper feed pipes, so I have recently been into the Marina and Jaguar fuel tanks and replaced hoses with no sign of damage.....so far. But my level of maintenance requires frequent service and replacement, so the MkII will be treated to new carburettor and pump diaphragms. I've always tried to keep our cars on the road all year round except when the salt is put down, but the old Jaguar runs on LPG so the fuel tank is drained down for the winter and it is up on blocks.

A very recent concern has been of rubber perishing, tyres and cambelts.....Terry what did you think I was referring to?? Two recent cam belt changes thank goodness only every 7 years, but when is a tyre to be changed. With only covering 2000 miles a year they will rot and crack before the tread has gone, manufacturers want to sell you new tyres as often as possible so seems it is down to careful inspection and to how the tyres feels particularly in the wet. Our old Porsche tyres were old and lethal in the wet and I changed them very soon after purchase. I'll probably change them at 8 years, assuming I can find some at a good price for the MkII (£60 to £450 each).

As we run 50 and 40 year old cars then repairs and replacements are always on the cards, The Marina took me to Oxford and back then decided to shut down, new fuel hose (kinked) and two new pumps later and running again, but one of the exhaust boxes is falling to bits internally so has to be replaced.

The Jaguar MkII seemed to be running a little too cold (60 degrees) so a new type thermostat specially made to replace the prehistoric stat with a cover machined to suit and new transmitter for the gauge means a range of 70 to 80 degrees and warmth in the cabin for the first time in 14 years (thermostat runs 5 degrees hotter). I would love to have the engine fitted with a rear crankshaft seal (none fitted 50 years ago) but that would be heavy work, time consuming and expensive for insufficient gain. Old cars don't you just love them..... if someone else is paying.

A touring holiday in Scotland this year probably in the MkII is concentrating my mind a little plus all our usual rallies and long distance runs in the Marina makes reliability essential.

### Brian



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### **Vice Chairmans's Chatter!**

I would like to thank all of the members who have helped to staff the MDU over the last year. We all have busy lives but without your help we could not man the MDU at the events that we attend.

Once again a big thank you to you all.

**Paul Johnson  
Vice Chairman  
Scunthorpe IAM**

**KEEP  
CALM  
AND  
CHATTER  
ON**

## Driving in Cyprus

As I received my IAM membership renewal, I have been a member since 1997, I was asked by Malcolm if I would write about my experiences of driving in Cyprus for the magazine. Previously, I have sent pictures, articles from press here but never my own words, so here goes!

My wife and I moved to Cyprus to live in January 2005, specifically Limassol (that's another story) and as I am named Dale our experiences that we sent to family and friends became Mrs Dales diary, corny I know.

We had previously lived the last 10 years in Burton upon Stather after being re-located to Scunthorpe with my wife's' job (Premier Poultry). We had been on holiday many times to Cyprus and also done 'fact finding missions' to find work (couldn't), so had driven on the roads over there before. Nothing however prepares you for the daily trials of the commute/travel to work. This isn't a rant on how bad everyone drives, although true, it's my observations during our 9 years here because there are many good things too.

The first thing you notice is that we drive on the left as you do in the UK, unusual in itself given we are virtually in the middle East, that is where the similarity end. Of course Cyprus was a British dependency until it became The Republic of Cyprus. Net result is we drive on the left, Government buildings look colonial, civil service based on UK rules and regs etc. Cypriot mentality is very cavalier in attitude as they like to feel that they can pretty well ignore anything that doesn't suit. That's no bad thing in so far as it's more non conformist in comparison to Northern Europe, being bound by rules and regulations which are firmly regulated and mostly adhered to.

However, this does have an impact on road safety and the take up of laws designed to keep cars/bikes scooters firmly apart! Whilst helmets for motor cycles/ scooters etc are compulsory, you find that the bigger cc of the bike the less likely the motor biker will wear a helmet, on his head, the most common location being on his wrist like an accessory. Similarly the small scooters and monkey bikes are the same. That doesn't leave many in the middle wearing them, perhaps 50/50 although it has definitely improved since we came when few wore helmets.

The police do occasionally have a purge over a weekend and book hundreds. Basic protective gear of choice includes flip flops, shorts and vest tops in summer and jumpers and jeans in winter ( we don't get much rain for wet weather gear).

Family life in Cyprus is valued very highly indeed and children are always the centre of attention. So why do Cypriots rarely have child seats or strap kids in the back ? Instead they allow them to stand between the front seats or worse, I have seen fathers with small children sitting between their legs helping to steer the car on main roads. Thankfully I have not heard of any child fatalities. Unlike a few weeks ago when we had 7 traffic related deaths in just one week, thats a lot for a small island like ours. One pedestrian run down by a foreign female driver, 7 times over the alcohol limit and the rest were bikers losing control of high powered machines and car accidents. Common theme? No helmets or seat belts being worn. Speed related accidents are just as common as anywhere else. Install speed cameras you say ? They did 7 or 8 years ago.

As Cypriots are inclined not to pay their fines, the postal fine was deemed inappropriate as no-one would pay them.

The idea was that drivers caught on camera would be visited by policeman at your house with the picture and tell you that you had been nicked. This proved somewhat impractical for a number of reasons:

Mainly the sheer volume of motorists caught speeding or encroaching over the stop line (everyone does this- to the point where they virtually block the junction). We are talking thousands, not hundreds, being caught in a short period or complaints that passengers were in the vehicle, who shouldn't have been, if you get my point, so cameras were de-activated in 2007 but apparently we will have them back in 2015.

Actually we have just had some installed on a notorious stretch of road in Nicosia used for drag racing at night. Thousands caught during camera testing were let off with a warning. Now they are working well and caught 5000 drivers in the first week! However the local Mayor has asked the police to switch them off during the day as too many of his constituents are getting caught, some 6 or 7 times breaking the speed limit going to work and risk losing their license! The Chief of Police, who as we know should be the upholder of the law, has actually sent this recommendation to his boss can you believe! Err don't speed.. I think is the answer!

There was an article recently where it was noted that a large number of vehicles had faulty rear lights and stop lights. That's true, as although we have got rid of a large number of old clunkers (there was a scheme to scrap them with compensation a number of years ago) the above is something you see everyday. One set of lights that will never burn out are indicators because they never use them! You have to guess where the vehicle in front is going when it slows down as sure as Hell they won't indicate! This could be that they have no free hands as they are on their mobile phone...everyone is and it's illegal but really only enforced during police purges.

It's scary to see drivers of HGV's using phones as they drive through busy roundabouts etc.

That's an idea of driving over here and I know people who won't take to the roads as they are too scared to drive round Limassol on a Saturday morning as everyone is dashing round is great fun!

What I will say though is that Cypriots will come to your aid if you are stuck, we had a puncture and couldn't get the locking nut off. Neither could the roadside repair guy, so he took us home 10 miles away when he didn't have to. Whilst we were waiting for the roadside guy, two people stopped to ask if we were all right and if we needed a phone. When my wife's money didn't make the petrol pump work in the unattended station one evening, a Cypriot put his money in for her and said he would get it back when the station opened. Ok this was out of town on the way home in the hills, but I am pretty sure it would happen anywhere and at petrol stations during the day, there are attendants to fill your car and clean your windows too. Just don't drive in Cyprus if you are of a nervous disposition!

**Martin Dale**

**DON'T FORGET**

**You can catch up with all the current news and gossip on our Facebook and Twitter page. Also if you have any funny stories, letters or anecdotes send them to Nigel Hobson. We look forward to hearing from you.**