

ROSPA

Advanced Drivers and Riders West Yorkshire

Drivers

Torque

Winter 2019

LEEDS TO INNOVATION



26 October 2019 — 26 September 2021

From roadsters to steam engines and
space land in Singapore, get involved
in the inventors which shaped Leeds,
The City of 1000 Trades.

Leeds
Industrial
Museum



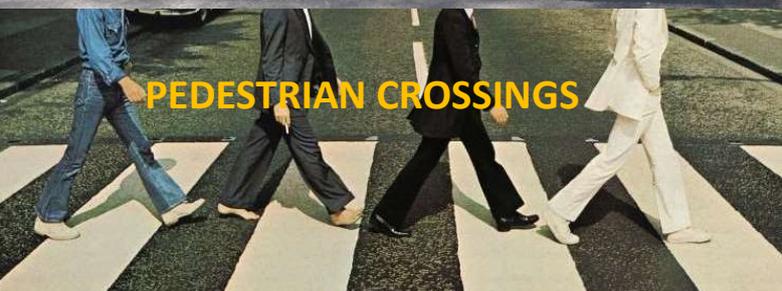
Classic Car – Classic Owner

D-DAY
BIKE
TOUR

REAR
OBSERVATIONS



PEDESTRIAN CROSSINGS



MEET THE EXAMINER



Riders

From the Editor

Good news! The committee have agreed to allow me to use the group mailing list to email future editions of TORQUE, that is providing you have ticked the boxes and consented to the group using your details to comply with GDPR. It will still form part of the group website so non-members can see what we get up to. Of course if you don't wish to receive this by email then please let me know.

I sent a copy of the Autumn edition to the editor of the RoSPA members bi-monthly magazine, *Care on the Road*. The editor, Andy Coleman, is now a fan of your group magazine knowing full well the amount of work involved and he chose to publish the article about Zero electric bikes. He has asked for future editions to be emailed to him so it is possible your articles could be used. Its fantastic your articles are starting to come in to me, but don't worry if they don't appear straight away as I do plan quite a way in front.

The committee have also recorded a vote of thanks for my contribution to the group for taking on the role of editor for which I am grateful. Peter Stirk needs an assistant treasurer who can eventually step into his role, so if you are interested, please let a member of the committee know.

I would like to wish you all a very happy Christmas and a great 2020.

You can email articles to torque@wyg-roadar.org.uk

Our group meetings, currently held on the fourth Tuesday of each month at the Miners Welfare Hall, Main Street, Garforth are well received. If you haven't attended one then look at the programme for next year as there may be something of interest and the bonus of free refreshments. I am looking for members who attend, to write about the presentations. Please let me know if you are able to assist.

www.wyg-roadar.org.uk

The Committee of West Yorkshire RoADAR is not responsible for any article or letter contained within this newsletter. All views expressed are those of the individual concerned and do not necessarily imply agreement of the committee or of RoADAR. The editor reserves the right to alter or amend any article.

If you have suggestions or items for the committee you can contact the chairman chair@wyg-roadar.org.uk

Check out our group Facebook  page and the National RoADAR page.



Martin Jones (Editor)



2019 Committee

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Member	VACANCY

Meet the RoSPA Examiner

Glenn Hardaker, was good enough to give me some time to interview him for TORQUE so members know a little bit more about him. You may be aware that all RoSPA examiners are serving or retired police traffic officers or driving instructors who have held Ad-

vanced Driving and/or riding permits. Glenn is no exception and in fact held both.

He joined West Yorkshire Constabulary as a police cadet in September 1973. He was one of the first 18½ year olds to become a Police Constable in September 1975 when the age for joining was lowered from 19. He was a scooter rider at that time and used it purely as a means of transport. Once his training was completed he was posted to Horsforth in Leeds. After a couple of years or so he was trained to drive a car as a learner on a five week standard driving course at Crofton in Wakefield. He passed his civilian motorcycle test shortly after. Glenn applied to become a Police motorcyclist but courses were few and far between so he applied to join traffic as a car driver. After a brief spell in Task Force when he was also firearms trained, he eventually became a Traffic Officer and passed his advanced car test with less than five years of service. He crewed one of only two armed response vehicles in the force area at the time working from the Traffic department at Belle Vue Road garage in Leeds and driving a variety of traffic cars of the period.



Glenn returned to beat duties at Pudsey Police station in 1983. In 1989 Traffic officers took on a different role within the divisions as fast response drivers and once again he made use of his advanced driving skills as a traffic officer.

In 1995 Glenn was fortunate to be selected to be trained on both a VIP driving course and a motorcycle suitability course. He passed his advanced motorcycle test the following year. So with his three driving qualifications he was highly skilled and in demand. Glenn stayed on the motorcycle unit until his retirement in 2005. He openly says that although he could show an advanced ride, riding motorcycles on a VIP escort was a lot more testing with a lot more pressure on the rider. The motorcycle unit did have to work not only throughout the force area but throughout the country.



Glenn knew our President, Kevin Sharp, from his time when Kevin was a traffic officer, when he was in Driving School and also when he was Inspector in charge of the VIP unit. When Glenn retired he was contacted and offered a part time job as a driver for the Lord Lieutenancy to work alongside Kevin. He took up the offer and still works in that capacity. Our president used the charm we all know he has and convinced Glenn to become an examiner with RoSPA in 2013, initially testing car drivers. However he has extended his role with RoSPA and this year became a motorcycle examiner.

As a keen motorcyclist he rides a Triumph Tiger 1200 which he bought new this year. He and his wife have just returned from a motorcycle tour of Switzerland so it has already covered 7000 miles in less than six months. He also drives a Mercedes Benz GLC250D.

Glenn told me he has to give praise to those members of the public who wish to improve their skills by becoming members of RoSPA Advanced Drivers and Riders. He knows the high quality of training a Police Officer receives to become an advanced driver or rider and would never expect a member of the public to drive to such a high standard. Whilst RoADAR teach using Roadcraft, the Police Drivers/Riders handbook he fully understands it is not police drivers that are being taught and Roadcraft is simply a guide. He fully appreciates the time members and tutors give to achieve the standards. His advice for both drivers and riders is to extend their observations to give a better picture enabling an earlier and correct assessment of the hazard. In commentary don't say what you are doing or have done but say what you are going to do. He is looking for the 5 S's, safety, smoothness, system, speed and sparkle.

Editor

Pedestrian Crossings

After receiving a couple of articles about crossing the road, I was prompted to carry out a little research. Whilst evidence in the ruins of Pompeii suggests pedestrian crossings date back some 2000 years, did you know Leeds was at the forefront of experimenting with Pelican crossings as we know them today, as early as 1953. The first pedestrian crossing in the UK was installed in Bridge Street in Westminster in 1868, which was a crossing signal with a semaphore arm, similar to a railway signal, with green and red gas lights and was operated by a constable. However in January 1869 the gas leaked and caused an explosion, injuring the officer.



I am sure many of us will remember the Kerb Drill and later the Tufty Club and of course the Green Cross Code but to reinforce the point adverts such as this appeared. This advertisement was from 1947 and courtesy of Glyn Jones.

The Zebra crossing was originally designed with alternating blue and white stripes. The familiar black and white poles at either side with orange globes at the top, named

after the transport minister Leslie Hore-Belisha who introduced them in 1934. In 1948, the MP James Callaghan, visited the Transport Research laboratory, where a new design using alternate black and white stripes was being worked upon and he remarked they looked like Zebra's. Of course there have been improvements to make them safer with the Belisha beacons flashing originally using a clockwork mechanism. Special permission was granted to Weymouth as those on the sea front were declared a shipping hazard.

The one major development since 1953 has been illuminating the white stripes of the poles of the Belisha Beacon, which has been increasingly common since the late 1990s. It might come as a surprise, then, that a company called SRS made the first prototype of these in June 1962. They didn't impress the Ministry, but they were trialled outside the King Henry VIII school in Coventry and outside the Dog and Gun pub on the A64 York Road in Leeds. There's no record of how long they lasted and the idea then vanished without trace until the 1990's.

Leeds was keen to experiment with pedestrian crossings and on 22 July 1953, a signalised crossing was inaugurated on Brig-gate in Leeds, the city's main shopping street and a major through route, halfway between Albion Place and the Head-row. It had no pedestrian controls and instead ran on a timer in synchronisation with the junctions either side, operating 7am to 7pm Monday to Saturday.

The signals ran a 62-second cycle. 17 seconds for pedestrians to cross and 39 seconds of green light time for traffic to pass. It was a big success as far as shoppers were concerned. It had been installed without approval from Westminster.



In 1954, the Ministry of Transport found out about this renegade crossing, apparently requested by Leeds City Police and installed by an obliging Council, and sent some indignant correspondence up north. The problem (apart from the rather sneaky way that Leeds had just not bothered asking about it) was a legal technicality. The Leeds crossing featured regular traffic lights complete with STOP across the red lens, Belisha Beacons on top, and white 'CROSS NOW' lights for pedestrians. But it had a second pedestrian signal — 'DON'T CROSS' — which was problematic. There was no legal basis on which pedestrians could be prevented from crossing a road and the instruction was therefore being given without due authority. This will not do, said the Ministry, and it must be removed.

Leeds argued that 'DON'T CROSS' had been authorised in the 1933 *Traffic Sign Regulations and General Directions* for use at pedestrian crossings, and without it the



crossing made no sense. The option of a 'DON'T CROSS' light had been removed since then because of the legal problem, said the Ministry, and it has to go. Leeds said that the public wouldn't like it if the hugely successful new facility was removed. After much debate, the signals were grudgingly authorised in August 1955 and the Ministry in London thought that was the end of it. Then a memo landed on the Minister's desk just one month later, regarding a second crossing to be installed on the A65 Abbey Road, Leeds. Although the conclusion of this saga isn't recorded, there has been a Pelican crossing at that location for many years. It's nice to think that Leeds had just given up listening to the Ministry of Transport's endless fretting.

Phil Woodhead tells us, by the 1960's it was clear that there was a need for more widespread use of signalised pedestrian crossings. Increased traffic volumes meant that Zebra crossings were not the all-purpose solution they had once been, but the Ministry of Transport was reluctant to use the type of signalised crossing that was prevalent at the time because it held traffic up for too long and was very expensive. So they designed a new type of pedestrian crossing, and it seemed that the best solution would be a hybrid of the two existing crossing types, combining the flexibility of a Zebra crossing with the safety of signals. It had white triangles on the road, like a Zebra's white stripes, to indicate the presence of a crossing place. It had Belisha Beacons on top of its signals, but painted black stripes around them to indicate a different kind of crossing. It had push buttons for pedestrians, which responded with a 'WAIT' light while the lights changed. There was a 'CROSS' light to tell them when to go. It even had a catchy name — the Panda Crossing, which seems to have been plucked from thin air, presumably as another black and white mammal like the Zebra.



The motorist's side of things is where the Ministry got a bit carried away. A pulsating amber light warned traffic that people were about to cross and a pulsating red light then gave the instruction to stop while the 'CROSS' light came on. After eight seconds, 'CROSS' began to flash, and the amber traffic light returned, this time flashing. Pedestrians then had seventeen seconds of Zebra crossing-style priority, during which time 'CROSS' flashed faster and faster. The Ministry was careful to distinguish between the lights that pulsated and those that merely flashed: the difference, apparently, is that a pulsating light never completely goes out. After all that, the lights just switched off, indicating that traffic could move freely once more.



A huge publicity campaign was mounted with posters and leaflets drawn up and a 60-second promotional cartoon was shown in cinemas and police were sent out to show it in schools. Every schoolchild got a copy of the leaflet. The press were enlisted and bullied into reporting on the experiment a second time again a week later and the film got national television coverage. Transport Minister Ernest Marples unveiled the very first Panda Crossing on York Road, just outside Waterloo Station in London, on 2 April 1962. He and the Mayor of Lambeth were the first to cross it, with the Mayor carrying a cuddly toy panda.

From the very beginning it was poorly received being far too complicated to use, with convoluted sequences of flashing and pulsating lights, some steady and some getting faster. Regardless of practical considerations, the Ministry was now committed to the Panda Crossing experiment, and before long the trial was being rolled out across the country for wider assessment. The Panda was, at the very least, received with a guarded attitude by the public. Motorists found the array of flashing and pulsating lights confusing, and in particular were disconcerted by the fact that there was no indication that they could proceed.

So we know how the Zebra, crossing was named but what about the Pelican. Well it has been adapted from pedestrian, light controlled, pe-li-con. The name of the Puffin crossing, which has sensors on top to detect the speed at which a pedestrian is crossing the road, has been adapted from pedestrian, user-friendly, intelligent. The Toucan crossing, I am sure you know is for both pedestrians and cyclists to cross so simply two can cross. The Equestrian or Pegasus crossing for horse riders is named after the mythical winged horse. In Australia the raised zebra, which is becoming more prevalent in the UK, is called a Wombat crossing. They also have Emu and Koala crossings specially for children outside schools.

Glyn Jones, Phil Woodhead and Editor

Tutor's Training Mantra

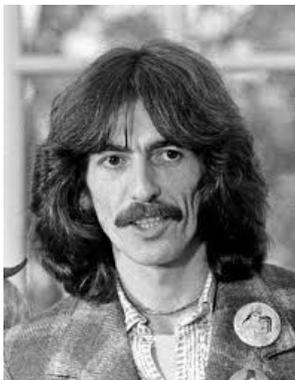
*I hear and I forget.
I see and I remember.
I do and I understand.
I reflect and I learn.*



Drive
my car.

You may have gathered from previous editions of TORQUE, I have the bug for testing cars. I received a call offering me the chance to review a 1980 Porsche 928S.

Whilst the car itself is unusual and a genuine classic, I learned this one was owned by the late George Harrison.



I didn't scream "HELP" and told the owner I am sure "We can work it out." A bit of research told me George Harrison bought the car new in 1980 and owned it for four years. It was one of a hundred sports cars owned by him. It had however fallen into disrepair and was bought for £2000 in 2003 by a Leeds man. It was about to be dismantled for the parts when the provenance was discovered. It was eventually taken to auction in 2017 and expected to sell for £20,000. There were obviously bidders who couldn't just "Let it be" and the car sold for £37,500. The black leather seats were stitched in black rather than the usual cream or red and motoring magazines have described the car as "toned down" and therefore in keeping with the previous owner's reputation as the quiet Beatle. I was brought up in the Beatles era so I had to take up the offer. I realised I was about to embark on a "Magical mystery tour" and I was hoping the drive was going to "Please, Please Me."

So enough of the Beatles, what about the car? It's a front engine 4700cc 16valve V8 Coupe giving 297bhp with a top speed of 142mph and a 0-60 time of 7.5 seconds. It is rear wheel drive but Porsche utilised a transaxle and achieved a 50/50 weight ratio. This particular car is a five speed manual gearbox and is even rarer as over 80% were three speed automatics. When it was new the car would have cost £19,499.



As soon as I arrived at the owner's place of work "I saw her standing there." Like a gleaming "Blackbird", the car looked unimposing but immaculate. I was itching to get away on, "The long and winding road." (I just can't help myself.) The owner informed me he has had the exterior renovated down to bare metal and the engine completely re-built.



In fact the only part not touched is the interior which I have no doubt still bears traces of George Harrison's DNA. Upon opening the hatchback, the familiar old car smell filtered out and the leather was so noticeable it brought back fond memories of some of my cars of the 1980's. The leather on the dashboard had shrunk away from the screen slightly but this just added to the originality. Electric sun roof and windows and electric adjustable seats were no doubt the height of technology when this car was produced but it had them and they were all in full working order.



Starting the engine and listening to the V8 burble at 800rpm was a joy to behold. The unusual gearbox with reverse gated and up to the left and first immediately below it meant second to fifth formed the usual H. It took a few miles to get used to it and performing a turn in the road after taking some photos wasn't that easy. However it held the road well and third and fourth gear were very flexible. It was low but I expected that. The ride was quite solid and it rode speed bumps without issue but the cats eyes did vibrate through the floor. The view through the interior mirror was good as the rear window is large. The two rear seats, which have their own sun visors that lower from the roof, are probably only suitable for children but with the seats lowered the load area becomes a large, practical space. However I wouldn't fancy using it for a visit to the re-cycling centre.

Well the drive did make me feel, "Glad all over". It's a shame I was just a "Day Tripper". Perhaps I will have one "When I'm sixty four."

Martin Jones

Rear Observation by Mike Suggitt

There is no doubt that for a rider of a motorcycle to stay safe, good observation and awareness through 360 degrees is essential. Forward observation clearly deserves the majority of a rider's attention in order to inform their riding plan and anticipate hazards. Without a complete awareness however of the position direction and speed of other road users, who may be somewhere in the 180 degree arc behind a rider, complete safety cannot be guaranteed.

It is this concept of 'rear observation' that continually seems to be a source of confusion and misunderstanding for students of advanced riding. This is perhaps quite understandable because of the variety of opinions and approaches to the subject.

For the already skilled and qualified advanced rider who is capable of using discretion and judgement in so many grey areas, including which type of observation to use, this is not really a problem. For the student of advanced riding however, who may be struggling with some of the observation techniques and their implementation, some clear and simple 'rules of thumb' will, no doubt, be useful.

The best guidance on the subject I have seen during my 19 years of teaching advanced riding, was given in a 1996 edition of 'Pass your Advanced Motorcycle Test' published by the IAM. This edition illustrated and described the three means of rear observation. It would be easy to copy and circulate the relevant page from the book, copyright law however prevents this so you are left with my own, remarkably similar definitions and descriptions.

Use of mirrors and mirror checks.

Fortunately just about all modern bikes are factory fitted with two mirrors which afford a good view to the rear. Frequent and regular mirror checks, which do not require the rider to avert their glance from the forward view by very much, give a generally good indication of



what is behind a rider. A glance every few seconds keeps the rider well informed about what is following and how far away it is. If you were riding without changing position speed or direction, sole use of mirrors would probably be adequate. In the real world of course, this is not the case.

However large and effective that modern rear view mirrors are, there is almost without exception, a 'blind spot' between the outside edge of the view from the mirror, and the limit of the riders peripheral vision. Depending on the size of this blind spot and the proximity of a following vehicle, it is entirely possible that such a vehicle could be hidden from a riders mirror view and therefore pose a real danger to the rider. This situation therefore requires further observations.

The Shoulder check

Sometime called a 'confirmation of mirror check' this is a sideways glance either to the left or right, into the blind spot, to make sure that no other vehicle is 'lurking' there which may pose a threat to the rider. The shoulder check is essential before changing position e.g. when moving out to pass a parked vehicle, when making a radical change of position in your own lane, or when changing lanes on a multi lane carriageway. A shoulder check may also be important when changing speed e.g. when entering or leaving a speed limit zone. Clearly such an observation must be to the side (left or right) in which the rider plans to move and must be made in sufficient time to change your riding plan if a previously unseen vehicle is spotted.



The Lifesaver

This is a full rearward look over the shoulder to confirm both the blind spot is clear and that your last mirror check is accurate in terms of proximity and speed of a following vehicle. Right lifesaver used for example when turning right at a junction, checking to see if another road user who may have not seen your signal is trying to overtake.



Left lifesaver used for example when turning left at a junction, checking that no cyclists or moped riders are trying to 'undertake' as you are turning left. Again the observation must be made in sufficient time to enable a change to the riding plan if a vehicle which poses danger to the rider is spotted. One word of caution, a full lifesaver, as essential as it is virtually means not looking where you are going for a second or more. At speed, a significant distance could be covered during this time. It is recommended therefore that a full lifesaver is not normally done at speeds in excess of 30 MPH.

Conclusion:

As with most things motorcycling there are few black and white issues. Rear observation is another 'shades of grey' concept and the foregoing advice is given as guidance. In reality the amount and frequency of rear observations will depend upon a number of factors including; road and junction layouts, angles of joining and intersection of roads, traffic density, route and riding plan. In other words there may be instances where an observation, somewhere between a shoulder check and a lifesaver is appropriate. There are parallels here between the need to use signals and the need for observations, in that an observation is only essential when it is necessary for a riders safety, but when that observation is necessary, it must not be missed. The guidance given here should serve as a template to help the student of advanced riding to understand where to look and when.

Scootacar

Did you know we once had a car designer and manufacturer in Leeds? The Hunslet Engine Company of Jack Lane, Leeds, was founded in 1864 by John Towler and operated until 1995 having built 2,236 steam locomotives. It is now part of the LH Group of Companies and continues to trade in Leeds.

The "Rodley" was a British microcar designed by Henry Brown and built by the Rodley Automobile Company in Rodley, West Yorkshire between 1954 and 1956. The body was of steel construction, rather than the more usual glass fibre, and was mounted on a steel chassis. The engine was a rear-mounted, direct driven impeller air-cooled 750 cc twin-cylinder unit made by JAP, driving the rear wheels through a three-speed gearbox and chain to the axle which had a friction differential. The suspension was by independent coil springs at the front and underslung semi elliptic at the rear. Steering was by a chain system. Although the car was advertised as a four-seater and fitted with four seats, the rear ones, as might be expected in a microcar, were rather small and cramped. The fabric roof panel could be rolled forwards to give an opening roof.

It was alleged one of the directors of the Hunslet Engine Company wanted something easier for his wife to park than her Jaguar. Along came Henry Brown who designed a vehicle which could accommodate a driver and one adult or two children as passengers in the rear with good all round vision. The designer sat astride a Villiers engine and then had an assistant draw an outline around him. Power was provided by the 197cc Villiers single cylinder 2 stroke, air cooled motor cycle engine, coupled to a four speed motorcycle type gearbox and chain drive to the single rear wheel. Steering was by handlebars. The top speed was 50 miles per hour (80 km/h). The body was built in glass fibre and was very tall for its size being 60 in (1524 mm) high, 87 in (2210 mm) long and only 52 in (1321 mm) wide. With 60% of the cars being red, it was nicknamed "the telephone box", but the "Scootacar" was born.



Production of three different models ran to about 970 cars between 1957 and 1965 and there are as many as 120 still around today. The 1960 purchase price of the Scootacar was £275 compared with a Vespa at £161 and a Lambretta at £170 making this a great all weather vehicle.

This was not the first car produced by the Hunslet Engine Company in significant quantities. Hunslet had been interested in internal combustion very early on, in fact back in Edwardian times they produced some early motor cars under the 'Attila' brand name. The Engineer of 24th March 1905 describes a petrol wagon version on display at a motor show at Islington. "The Hunslet Engine Company, Limited, Leeds, exhibits a four-ton wagon which is propelled by a three-cylinder petrol motor, 120mm by 120mm, capable of developing 20 horse-power." Little seems to have been written about Hunslet's early venture in to road vehicles so it would seem that they can't have been a great success, however The Engineer goes on to note "The wagon shown at Islington is of substantial construction and gives the impression of soundness and simplicity of design."

Although the production target was 50 cars a week, only 65 were ever built, and only one is believed to survive. It was at the time the cheapest four-wheel car available on the British market but rapidly acquired a very poor reputation, especially for overheating to the extent of catching fire.



The Scootacar is part of a new exhibition called Leeds to Innovation at the Leeds Industrial Museum, Canal Road, Leeds, LS12 2QF and it will be there until September 2021 and well worth a visit.

For more information look at www.scotecar.org.uk

Martin Jones

A Newbie to Touring (D-Day Bike Tour) June 2019



When I first heard of the proposed trip to the D-Day Landing Sites in Normandy, I was really keen to make one in, but wait that means a ferry and riding on the wrong side of the road! I am no sailor and my wife was very amused when I mentioned my intention. I felt quite ill on a cruise we went on a couple of years ago.

The trip was planned with expert and a vast knowledge of going touring abroad before, by our group Bike Training officer, Pete Fenlon. Deposit paid, then balance paid and before you knew it the day was looming for the adventure to begin. What paperwork do you need and what clothes etc., will be required?

Looking for advice on the internet and the advice given by seasoned campaigners was gladly received. Thanks James! Break-down cover, travel insurance and informing my insurance company. What gear should I take, Leathers, Textiles or both? Being a mechanical engineer by trade and home mechanic, brought turmoil. Spanners, fuses, duct tape, puncture repair kit etc. Yes as all newbies do, I packed way too much stuff, so much stuff I seriously thought my top box would break free from its mounting.

The day came. Meet at the Woolly Edge Services at set time. Fast forwarding through the stops for the refreshments and tank fills. We arrive arching and feeling our ages (bloody knackered) at the digs in Poole, no rocking that night!

Up early and stomach churning at the thought of the ferry! The sea was calm in the harbour, so could be lucky! We arrived early at the port and ready to board and through customs etc. no problems. Riding up the steel ramp my fear and excitement just levelling each other out. Right you go there, park it on the side stand opposite a deck anchor point. First pearl of wisdom passed by Neil, leave it in first.

As I had grave fears my return to the bike would see my top box on the deck, due to my just slightly over doing the, "I'll take this and that just in case." I removed it and struggled up the tight stairs with my helmet, gloves, large waterproof jacket, leather trousers and a large weighty top box. Exhausted and sweating profusely, we reached the cabin, possibly good for two but definitely cosy for four.

Pearl of wisdom No. 2, leave everything on the bike, because the cabins are tiny.

Pearl of wisdom No.3, have a boat bag containing tee shirt, shorts and trainers. Umm did not see that one coming. So wearing the leather trousers and bike boots + sweaty tee shirt, I made good impression to my fellow travellers. This last pearl is worth remembering as it makes the 4 hours + journey more comfortable. As luck would have it the whole crossing was calm, so no need to take the tablets in the hope of saving my embarrassment of being a land lover. Time to get the bike gear back on, for me just the jacket. All clear and back down the narrow stairs and on to the vehicle deck. Unfasten the bike and then choke on the other keen traveller's emissions. Down the steel ramps and waved through to the open road.

Following others made it quite easy to ride on the wrong side of the road, along with my printed stickers on the right hand mirror and tank. RIDE ON RIGHT! I am not going into full details of the many humbling places and cemetery's we visited as another member of the group promised to do this, but it was a full, very well organised trip and extremely enjoyable.



The ferry trip back was also calm so I cannot complain and I now have two ferry crossings under my belt without losing my breakfast, so armed with the pearls of wisdom from the frequent travellers, my next tour will be even better.

On behalf of all the D-Day group, I would like to thank Peter for the vast amount of time he spent planning the trip and Neil for his patience being the tail-end Charlie for most of the day trips.



Jon Taylor

Advanced Drivers and Riders

Passed **RoSPA Advanced Driving Test**

GOLD

Kevin O'Halloran

Stephen Hobbs

Jon Browne

SILVER

Susan Speight

BRONZE

Drivers

Passed **RoSPA Advanced Motorcycle Test**

GOLD

Rob Hall

SILVER

Matt Coffyn

George McKinnon

Andy Richardson

BRONZE

Riders

WHAT'S IN A NAME?

In the late 13th century Sir Falkes de Breauté, was the head of King John's mercenaries, who owned a large house which was referred to as Falke's Hall, then later Foxhall, and eventually Vauxhall. The area around it became generally known by the name Vauxhall when the Vauxhall Pleasure Gardens opened as a public attraction, along with the opening of Westminster Bridge in the 1740s.

Vauxhall was founded in 1857 by Alexander Wilson having started as a pump and marine engine manufacturer. It was bought in 1863 and began producing travelling cranes. It was then that the company was christened Vauxhall Iron Works. In 1903 it was near Falkes Hall that the first car to display the Vauxhall name was manufactured by the Vauxhall Iron Works. The Griffin was the heraldic device of Sir Falkes de Breaute and was adopted as the badge of Vauxhall cars.

The Griffin Through The Ages



Vauxhall is now one of the great names of British motoring having produced some of the UK's most popular vehicles, such as the Victor, Cavalier and Corsa, as well as the Bedford van.

Phil Woodhead

NEWS

Motorists could soon face prosecution just for holding a mobile phone whilst driving, after a legal loophole which allowed drivers to escape prosecution for using a phone to film or take photos, is set to be closed. The Department for Transport said it will revise the legislation so any driver using a hand held phone behind the wheel for any reason can be prosecuted. The proposals should be in place by spring 2020. The ministers were asked to consider a ban on hands free use but there are no plans for this.

