

ROSPA
Advanced Drivers
and Riders
West Yorkshire

DANGEROUS ROAD!

Drivers

Torque

Autumn 2019

G 63 Test Drive



Track Day



Social Ride



Cycle Safety



Riders

From the Editor

Well the good news is TORQUE in the new format seems to be creating the interest the group needed. I have had more articles and photos sent to me but I have also been out and about searching for items of interest. It is not easy to obtain a balance of motorcycle and car related articles but the more I receive the easier it becomes. I have been quite busy over the summer but found time between tutoring my associates to study and practice and pass my Advanced Tutor Test which I hope will benefit the group. You will hopefully enjoy my review of the G63 and I have already tested another unusual car, which was once owned by a famous personality and the report will be in the Winter edition. So this is not only becoming a regular feature but enjoyable for me. If you want to write an article for Torque, I will try to include it in a future edition. Photographs are always helpful. Some of you may be aware our Chairman, Mike Suggitt has almost recovered from a leg injury after a motorcycle accident and has volunteered to assist our car tutors. So welcome to four wheels Mike and roll on the summer for you so you can get back in the saddle.

You can email articles to martintaylorjones@gmail.com

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 this year's programme as there may be something of interest and the bonus of free refreshments. I am looking for members who attend to write about the presentation. Please let me know if you are able to assist.

www.wyg-roadar.org.uk



Martin Jones (Editor)

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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.

Meet the President



**West Yorks Group President
Kevin Sharp LVO DL**

Some of you may have been present at the president's address in December 2018 at our group meeting. I am fortunate enough to have known Kevin in my previous life when we were both serving Police Officers. Kevin reminded me our children had attended the same junior and infant school and we had visited the school to give a display to the children, Kevin with his police traffic car and me with my police dog.

I met Kevin in June this year at Bowcliffe Hall, Bramham, to see him in his current role of clerk to the Lord Lieutenant and also one of over 60 Deputy Lieutenants for West Yorkshire. Kevin was awarded the Royal Victorian Order last year for his services to the queen and photographs and certificates are proudly displayed in his office.



Whilst sat with a coffee in the rather opulent surroundings in Bowcliffe Hall, he told me about his driving career and how his role as our president came about.

Kevin passed his driving test at the age of seventeen. Two years later he joined the West Yorkshire Constabulary as a Constable and was posted to Shipley. He married Sue in 1971 and was posted to Rothwell. As a full car licence holder and living and working a rural area, Kevin was soon required to take a driving test at the Police driving school at Crofton so he could drive the Mini vans used at the time. His first driving course followed shortly after and by 1976 he had passed his first advanced driving course and joined the Traffic division initially at Pontefract then a "voluntary" move to Leeds Road Traffic. Traffic departments at that time covered Motorways and major roads.



Roles of traffic officers changed to fast incident response and Kevin found himself working the busy Holbeck division in Leeds. After his promotion to sergeant in 1981 and another course to be a police driving instructor he was invited to work at the force driving school. Not only did he train drivers to advanced standard, he also taught traffic law. He remained in this post for over five years and during this time he was introduced to RoSPA by a colleague and in 1983 became an examiner. After leaving the driving school he returned to duties with the Motorway unit, still holding his rank as sergeant and within six months he was promoted to Inspector. He served his last 5 ½ years in his final post as Inspector in charge of the VIP unit and retired in October 2000, after 30 years of service. Following his retirement, Kevin became clerk to the Lieutenancy the same month and President of WYG shortly after.

Kevin has a new found talent as an artist using pastels so his office is adorned with a multitude of paintings and he certainly has an eye for the birds. He told me he has had many cars but currently drives a Mercedes 350 cgi and a Renault Wind drop top in the better weather.



I asked Kevin his thoughts on the current marking system. He diplomatically said RoSPA have decided against a marking grid but when he tests someone, if it is a good gold, he will tell them but will also say if there is room for improvement. He also says a gold is the hardest thing to get but the easiest thing to lose.

Thanks for your loyal service to the group. Editor

Cycle Safety - James Craig

The group were given a presentation at the April meeting, by Duncan Dollimore of Cycling UK, about Cycle Safety. Group member James Craig, pictured arriving at Garforth, attended but also attended the 2019 RoSPA Road Safety Conference. There were several speakers and James has compiled a full report on the conference which I have available if anyone wants a copy.



For a second year running, I attended the annual RoSPA Road Safety Conference. The 2018 event concerned clean air and road safety; the 2019 conference focused on vulnerable road users, but these topics are closely-related.

I am a little unusual in RoADAR circles by being more enthusiastic about cycling than driving. I cycle more miles than I drive. Cycling is healthy, cheap, quick over short distances, fun and convenient. Driving is fine in the right circumstances and over long distances, but cycling is my default local form of transport.

I find it irksome to be labelled a 'cyclist' in a derogatory sense; a nuisance. Many drivers do not seem to realise that most cyclists are car drivers too. A recent study (March 2019) by the Queensland University of Technology and Monash University showed that there is a correlation between cyclists being seen as sub-human by car drivers, and aggression shown towards them. It is helpful, when driving, to regard 'cyclists' as people on bicycles.

I am a voluntary environmental campaigner. It was reassuring at both conferences (2018 and 2019) to see how many other people associated with RoSPA, are like-minded: delegates care very much for the environment as well as for road safety. They recognise that road safety is not merely an issue of making "the roads safer", but one of creating a healthy, pleasant living environment where people can feel relaxed - not to say safe, as they go about their everyday lives.

Duncan Dollimore, pictured here with James, was one of several speakers at the 2019 conference. James reported on his speech entitled **What Next?**



Mr Dollimore challenged the delegates to consider carefully what is meant by 'vulnerable'. Are they vulnerable because they chose a particular mode? Is that then partially their fault, so they should change their mode of travel? Or are some road users more vulnerable than others because they're likely to come off worse in a collision? Does that mean they're simply more vulnerable to what others might do, or not do?

Common phrases include: "We all need to share the road"; "we all have responsibilities to each other" (are those equal?); "it's too dangerous to travel by a particular mode"; "I wouldn't let my child walk to / cycle to school"; "they shouldn't be on the road / this road".

Are we protecting the most vulnerable – or putting them off?

We need to broaden our understanding of 'road safety': many people are put off cycling because of the traffic. Fewer people cycling means more people driving, which has negative knock-on effects for health. Parents don't like their children walking and cycling to school because of the traffic, but they (the parents) are themselves contributing to the traffic problem by driving to school. 34.2% of children in the West Midlands are overweight or obese; 41% of journeys by car are under two miles; levels of walking in decline, with trips per annum falling from 336 pa to 186 since the mid 1970s; and current levels of cycling are below the national average, with safety concerns the top barrier to people taking up cycling.

What do we *really* want to achieve? Everyone choosing the statistically safest mode? Making every mode safer – for that modal user and for others? Safety as an abstract?

Or, do we want to achieve safety, factoring in the benefits of active travel, independence, choice, and wider societal and environmental benefits?

See me, Hear me, Eat my Dust

Martin Jones Test Drives the G63

After test driving the Range Rover, as reported in the Spring Edition, it seemed like a good idea to test something else. However it must be understood this is all in the interest of Torque readers.

I was fortunate enough to be loaned a 2017 Mercedes AMG G63 SUV. I did a bit of research first and found it has twin turbos and a 4.0-litre V8 engine offering 577bhp and 627lb ft of torque.



Wikipedia told me the G-class was developed as a military vehicle from a suggestion by the Shah of Iran to Mercedes and offered as a civilian version in 1979. The first military in the world to use it was the Argentine Army beginning in 1981 with the military model 461. Construction commenced on a new production facility in Graz, where the new cross-country vehicle would be assembled nearly entirely by hand in 1975, with production of the "G Model" beginning in Graz in 1979. In 1980, the Vatican took delivery of a specially made G-Wagen outfitted with a clear thermoplastic top which served as the Popemobile.

Although I had read motoring magazine reviews, they didn't prepare me for what lay ahead. The first thing that struck me was the brightness of the yellow paintwork and the similarity in shape to a Land-rover. The seat took quite a bit of adjusting as it not only went up and down and backwards and forwards but there was a variety of lumber support and adjusting side supports that I am sure could squeeze the very life out of you. The nine-speed automatic was smooth and the engine roared into life blowing through side exhausts that produce a beautifully orchestrated bellow – it's very loud and huge fun. *(I borrowed that last bit from Auto Express as I couldn't think of a better description.)*

Taking the motorway on the first part of the drive, it was obviously eye catching and being overtaken by other vehicles was not going to cause any problems as a top speed of 137mph would keep any vehicle within reach. The build quality is exceptional and it felt refined yet solid. Open country roads and the bends and villages were where the G Wagon was really at home. The driving position was as high as the Transit we followed, giving great cross views. The ride was comfortable without roll and it negotiated the bends with ease and stability. Accelerating out of them on the straights and it was more than apparent the 0-62 figure of 4.5 seconds was most probably true. The brakes were more than capable of stopping this 2.5 tonne vehicle.

Each engine is built by one mechanic. I had to take a peek under the bonnet and sure enough there was his individual signature plate.



The door mirrors, although convex and split to give a wider view just didn't seem big enough. The view through the interior mirror was limited by the wide rear pillars, three very large rear head restraints and the top of the spare wheel on the rear door. However the mirrors were almost redundant on my test drive as no other vehicles got within striking distance. It was apparent there are many features on this car that would be found with more time but the rugged styling and the three chrome diff lock switches centrally placed gave it that "go anywhere" feel.

I was smitten by this vehicle. Yes it is loud and fun but it's comfortable and quick off the mark and more than capable. This all made me realise the colour was the right one. I wouldn't want one in black, grey or silver, I would want to be stared at. At just over £143,000 it's not in my range but if it was then it would definitely be a consideration.



Honda Ron Haslam Race School Experience

Waiting for my turn to go out and ride, standing in the pits at Donington Park Circuit and I wonder what I'm doing here. I'm wearing a loan Arai helmet, which smells strongly of Febreze and a slightly too tight set of Spada leathers. My pal Richard Hirst and I are here to take part in the Ron Haslam Track Day Experience. I'm quaking in my loaned Frank Thomas boots. I was so nervous getting changed that I put the boots on the wrong feet.

It's fair to say I'm well outside my comfort zone. I've never ridden on a race track before, in fact I've never ridden a sportsbike before, so my three, twenty minute spells on track are going to entail a rapid learning curve.

Let's wind the clock back to discover why we are here. I blame a police officer! About seven years ago, a BikeSafe course, run out of Wakefield's police station ended with the police officer conducting my BikeSafe assessment advising me to get some advanced motorcycle training with RoSPA and to attend the Ron Haslam Track Day Experience. So, that was two items for my bucket list and having started the RoSPA training a couple of years ago, I knew the Track Day Experience was going to be next.

I booked on to the Track Day Experience at the 2018 Motorcycle Live Show at Birmingham last November. This appealed to my inner Yorkshireman as it secured a £30 discount. Richard and I had a number of worries which were allayed by Ron Haslam's salesperson. We were worried about riding our own bikes and wearing our own gear on track. No need for any concern; the race school supplied Honda CBR 500's, 650's and Fireblade's, along with Spada one-piece race suits to fit most shapes and sizes of motorcyclists. Helmets were Arai Axces, various pairs of boots and gloves were also available. You could wear your own kit, at your own risk. There was an Arai helmet technician on hand to service the lid of anyone turning up with their own Arai.

I'd given some thought to my goals before the event. Top of the list was to have some fun experiencing quick bikes on a track. After that I was struggling, but something about improving cornering technique sounded about right, so I tagged that on to my list.

When the day arrived, we were blessed with warm dry weather....excellent! The Track Day Experience staff at the circuit were welcoming and professional. I was surprised to find that all bar one in our group of about sixteen had never been to a Ron Haslam Track Day before. We were briefed about the track, track safety and the safety flags that might be waved by the Marshalls. We also learnt that it cost £22,000 to hire the track for the day! Finally, we were assigned as a pair to our tutor, Luke. The tutors have all been motorcycle racers and have been taught an approach to tutoring by the Race School.



Luke explained that for the first session we would follow him around the track and he would get a feel for our riding by observing us in his mirrors. We should try to keep two bike lengths behind him and follow his lines. So not like a RoSPA tutoring session where the tutee has to follow the rider behind you, excellent.

After each session there was a debrief, an opportunity to discuss the best approach to various sections of the track and some instruction on positioning ourselves on the bike. This latter discussion was really the nub of the learning for me. My "sack of potatoes on the seat" riding style was never going to get me smoothly and safely around the Melbourne Loop. Here we had an opportunity to learn the correct seating position and how to move about on a static bike on a stand. Whilst it was clear that me and Richard that we were in no hurry to "get our knees down", at least learning how to point the knee safely at the tarmac was going to help us use our upper bodies to steer the bike better at speed. After the debrief on the static bike our track speed picked up significantly.

The day ended with a debrief, some fun handing out certificates and a goodie bag. I'd had an hour on track riding a CBR 650, some instruction and a lot of fun. I was also surprisingly tired and very glad that Richard was in charge of the drive home - thank you Richard. Will it change my road riding? I'm not sure about that, perhaps only time will tell, but I don't regret ticking this item off the bucket list.

James Hopkinson

Dangerous Road *Martin Jones*

Group member Dave Robertshaw sent me an article entitled the Evo Triangle for inclusion in Torque and I read the article with interest as I know the area a little. The Route is well-publicised as it was used for testing vehicles for the EVO magazine and you can virtually ride or drive it on YouTube. However on a recent trip to Wales we were staying near Bala and upon seeing the headlines in the local press, I decided on my own circuitous route to test my advanced driving skills.



Our route started at the Northern end of Bala and travelled east on the B4391. As soon as we started to climb we turned right on an unclassified road with a blue and white information sign advising "No Coaches Single Track Road". After crossing a bridge over a stream feeding the River Dee we continued to climb keeping the stream on our right. With some steep drops to our right and on single track roads with few passing places, we were lucky enough not to meet any oncoming vehicles. We passed through the Penllyn Forest before reaching the summit of this road at 500mtrs above sea level then steadily dropping down to the Northern tip of Lake Vyrnwy. This is a man-made reservoir built in the 1880's to supply water to Liverpool and has the wonderful B4393 around the whole 11.5 miles. We turned right following the southern shore line and although not quite wide enough for two vehicles to pass I think this is the most scenic. We did meet four oncoming cars and a few bike riders but they caused me no problem as I was always prepared to stop and move over when necessary. Although the roads covered so far were all national speed limit, I hadn't been above 35mph.



After a short coffee stop at one of the two cafés at the southern end, we left Lake Vyrnwy by driving over the dam and turning right on the B4393 through the village of Llanwddyn. As this road climbed

and turned sharp left on an hairpin bend, we turned right on an unclassified road with the River Vyrnwy on our right and forest on the left again a single track road with no oncoming vehicles until we reached a metal and wooden bridge crossing the river. A car waited for us so with a wave of thanks we continued to the B4395 and turned right. This took us to the A458 and back to some traffic. A mostly National speed limit road again with good views. I found myself following three cars who were travelling so close they were constantly braking. I kept my distance realising there would be no chance of an overtake and this gave plenty of time to react using acceleration sense and without touching the brakes. Upon reaching the roundabout at the A470, we turned right towards Dolgellau. After a couple of miles we turned right into the village of Dinas Mawddwy.

We followed the valley bottom with the River Dovey on our right into the village of Llanymawddwy. A tourist information sign there told us the road was used by drovers taking cattle and other stock to market in England and they faced a perilous journey home with pockets full of money. A couple of miles further and we were in Pennant. The road narrowed even more as we started the steep climb towards Bwlch-y-Groes and immediately had to change down to first gear to negotiate the sharp right hand hairpin bend. This climb just kept going and rose 385m to the summit in a little over two miles with an average gradient of 11% and the maximum gradient is 25 per cent. At 545mtrs this is the second highest road in Wales but the steepest climb. Bwlch y Groes (*Pass of the Cross*) is also known as the **Hellfire Pass**, and was used between and after the wars by the Austin Motor Company and the Standard Triumph Motor Company to test proto-



type cars and their performance during hillclimbing. The British Motorcycle industry, which was world beating before the wars, also used the pass for testing. In 1926 BSA undertook a continual test resulting in the company being awarded, by the Auto-Cycle Union, the Maudes Trophy for 60 ascents of the pass. We stopped at the viewpoint at the top and took in the breath-taking scenery.



Our gradual descent, the seven or so miles to Llanuwchllyn at the southern end of Lake Bala, was not surprisingly just as picturesque again on a single track road with steep drops.

We turned right and followed the B4403 along its southern shores. The Bala Lake miniature railway runs the 4.5 miles from Lanuwchllyn to Bala between the road and lake and is pulled by trains made for the mining industry at Hunslet Engine Works in Leeds.



So a very pleasing drive on just over fifty miles of very different roads through stunning country side and a real flavour of what motoring used to be like.

Late Summer Social Ride 2018

Motorcycle group member Richard Hirst explains

Having enjoyed a couple of social weekend rides I offered to arrange a social weekend. At the time it seemed like a good idea, as they always do, but once Pete Fenlon said *'the jobs yours'*, I began to wonder what I'd let myself in for.

In early Spring last year, my plan was for a tour of the Borders, I had an idea of where to stay and a few ideas for routes, but the plan was to run the trip away from the usual August Bank Holiday weekend. After a phone call to my preferred overnight stop it became apparent that the weekend I'd planned wasn't going to be possible so alternatives were considered, but a busy time at work, and a prior commitment to take my wife to see her idol Barry Manilow at Leeds arena (I have to earn Brownie points – and this endeavour earned me loads), added to availability at my preferred overnight stop The Cross Keys, Eastgate, the date reverted back to the Bank Holiday weekend.

With the date fixed and a booking made at the Cross Keys the August Bank Holiday social was sorted...or so I thought. Invites were issued and gradually places confirmed, in the end, we had 10 solo riders.

As the date approached I began to think about a route, I know the area quite well as I've been trail riding in the region many times in the last 10 years, but this was different, it was on the road, and I was leading – my main road riding in the region has always been passing through on my way further North, so I had to put my thinking cap on. The options for the meeting point were the usual Sues Pit Stop at Ledston Luck or the Toby Carvery near Dodworth. I also had to decide where to go on the middle day, and the route back home as it was a three-day, two-night trip.

I planned two routes which could be decided nearer the trip depending on the weather forecast – but the work involved in researching was doubled. With that thought, I also planned an Eastern and Western route for the middle day – again weather dependent.

The great British weather didn't disappoint and the Western side of Northern England was 'a bit wet' over the August Bank Holiday, so my Eastern options were the preferred choice. We met at Sues Pit Stop for breakfast and the pre-ride briefing on Friday 24th August. Heading North we were given a taste of what was to come, the wet weather in the West had reached the East quite quickly and waterproofs were donned on the A19 just outside Thirsk. Heading towards Sutton Bank the rain duly stopped (as is the norm just after you've put your waterproofs on!) and we had our first stop at the Glider Club for a cuppa and cake in the old control tower café – on a clear day the views are wonderful.

Onwards to our lunch stop via Helmsley, Gillamoor, Hutton Le Hole and across the NY Moors down Rosedale Chimney Bank to lunch in Castleton at the Old Chapel – a nice café that I hadn't used before. After lunch we headed East towards Scotch Corner services for a leg stretch and loo break, then the final part of the days riding to Middleton in Teesdale and then to our overnight at the Cross Keys, Eastgate.

For our second day I had two options and again the Eastern option looked better after watching the BBC forecast over breakfast.

We headed for Stanhope, North to Corbridge and Cholterford then on to one of my favourite roads the B6320 to Bellingham. From here we headed North to the A68 stopping for a quick group photo as we entered Scotland and fuel and our first coffee and cake stop in Jedburgh.



Heading North out of Jedburgh and right towards Coldstream then right again at the Teviot Smokery on the B6401 towards Morebattle which was a new road to me and a great 'biking' road. Eventually we met the A697 and turned South towards Wooler and then East towards our lunch stop at Seahouses Golf Club just before another quick photo stop at Bamburgh and its wonderful castle.



After lunch we headed towards Alnwick and then Rothbury. The plan was to cross the A68 and follow Hadrian's Wall to Haltwhistle, but time was getting on when we reached the A68 so the days route was cut short and we retraced our morning route via the A68 back to Stanhope and the Cross Keys.

The forecast for Sunday wasn't good with heavy rain coming from the West, two of our group were staying for a few more days and heading West in to the heavy rain. I decided that for the rest of us, the 'driest' route was to head South East and try stay away from the rain, so via Stanhope, Barnard Castle, and quick blast East on the A66 and then off towards Ravensworth, Leyburn and our morning stop at Brymor Ice Cream, by which time the heavy rain had reached us and the warm dry café at Brymor was very welcome,. Suitably refreshed and fully toggged up in waterproofs the last part of the trip saw us back via Ripon and Boroughbridge where we said our good-byes and headed home.

In summary, I think the weekend went to plan, apart from the weather which wasn't my fault and I blame Pete for that, the company was excellent, the Cross Keys was more than adequate and fortunately for a Bank Holiday weekend the roads in general were quiet.



As I am not a motorcyclist it was a bit different spending a Saturday afternoon in the company of a dozen or so members of West Yorkshire RoSPA Advanced Riders. They had been invited to “**Not Your Average Bikes**”, a motorcycle dealer, in Ossett near Wake-

field, to take a peek at electric motorcycles from California. As a new dealer, for **ZERO** motorcycles, currently covering the whole of the north of England, they wanted to spread the word and what better way than to have them ridden by advanced motorcyclists. **ZERO** motorcycles have a range of bikes to suit most and our group of Advanced Riders were more than happy to try out these diverse machines.



Arriving in convoy at the premises after their training session, the group of a dozen or so gathered to be briefed by the owner, Jon Spencer and shown around these very unusual motorcycles. They had three ready for road use that the group were able to test ride. So after being split into groups of three to take the bikes on an eight mile test route, the first group rode off almost in complete silence. It was a little eerie but as a retired police officer, my first thought was the machines silent capabilities for Police work. I later ascertained a special military version of one of the models is already in use by the US Army and Navy Seals for patrolling and covert operations.



The first group returned a short while later and I asked for their first impressions. Motorcycle Tutor, Andy Richardson told me he enjoyed the ride. “*The bike was responsive, smooth and held the bends well. When switching from eco to sport mode the difference was very noticeable.*”

Richard Hirst, another of our Tutor’s, said he is already convinced by the technology as his wife drives a Nissan Leaf but the limited mileage would not be compatible with his use as he likes to tour on his machine. However he described the power under acceleration as addictive.

West Yorkshire group member and Advanced Motorcyclist, Craig Tully, who organised the visit, told me,

“*The technology is not noticeable other than the strong acceleration, otherwise it rides, stops, steers and handles like a normal motorcycle. It’s a very useable bike for anyone using it to commute and those wanting a blast at weekends,*” but concurs it is not quite suitable for high mileage touring yet. He rode the **ZERO SR/F** and said the acceleration is phenomenal. The published 0-60 time of 3.3 seconds seems to verify this.



Whilst **ZERO** motorcycles on the face of it may seem to be priced higher than the equivalent petrol machine, as seems to be the norm with electric vehicles, their prices do actually compare closely to comparable petrol bikes. Add to this, the £0 road tax, minimal servicing requirements (£100/year and no major services required), and a cost of just £2.50 for the electric to cover 100-140 miles, and the lifetime cost of an electric bike quickly undercuts that of a similar petrol powered bike. Electric bikes are no more “the future”. They are “the present”, and we are undoubtedly going to see more and more of them on the road. For more information look at www.zeromotorcycles.com

Not Your Average Bikes are offering to pay the first year membership to West Yorkshire RoADAR to anyone purchasing one of their machines and invite any member of RoSPA to contact them for a test ride. The majority of the group attending for the demonstration and test ride were motorcycle tutors so at least they will know all about the machines first hand once the new influx of electric riders join the group. Take a look at www.notyouraveragebikes.com



If you want to browse around their unusual array of motorcycles and perhaps take a test ride, give Jon a call to arrange **01924 600 588**

Martin Jones (Editor)

DRIVING TEST

PASS

Summer Driver Tests

DIPLOMA RE-TEST

Bob Joyner

ADVANCED TUTOR

Martin Jones

GOLD

-

SILVER

Trevor Hudson, Juliet Taylor, Janice Naylor

BRONZE

Summer Rider Tests

GOLD

-

SILVER

-

BRONZE

-

Riders

WY-RoADAR and CPD

Many of our members come to our group, join, as associates, do their training, pass the test and then have limited contact.

However did you know that WY-RoADAR actively promotes Continued Personal Development (CPD)? Did you know that as a member you are entitled to training, even after you've passed your test?

Do you know what an 'Improver' is? Do you know the differences between an Approved Tutor, an Advanced Tutor and a Diploma holder?

WY-RoADAR continues to thrive thanks to all of its members but more so, it thrives thanks to the volunteer work of its tutors. We are always looking for new tutors, people willing to commit and put something back into the group; people passionate enough about road safety that they wish to pass on their expertise to others in order to in turn, improve their safety on the roads.

So if you've passed your test with a Bronze or a Silver. Congratulations, you should be rightly very proud. You are now amongst that small number who have proved that they drive or ride at a standard well above that of your average motorist.

Don't feel that's it for three years! You are welcome to come back as an 'Improver' to develop your grade.

So you've got the Gold, the grade you've always wanted. That's brilliant, well done you but again, that's not necessarily the end. Have you considered tutor training? Maybe you're already an Approved Tutor? Even this isn't the end! The group will support you if you want to go for Advanced Tutor or even the RoSPA Diploma.

Remember, we never stop learning.

Continued Personal Development.

VOLUNTEERS WANTED

It was announced at the July meeting, our Secretary, Allan Wragg wishes to step down from the role and the group are looking for a replacement to take over from him in January 2020. The group are also looking for an assistant treasurer to help Peter Stirk. If you are interested in either of these roles please contact a member of the committee.

chair@wyg-roadar.org.uk