



**ROSPA**

**Advanced Drivers  
and Riders  
West Yorkshire**



**IS DRIVING A PAIN  
IN THE REAR?**

**Drivers**



**Torque**

**Winter 2020**

**THE HARSHNESS OF WINTER**



**NEW RSE ARRIVES**



**IS THIS  
VISOR  
LEGAL?**



**Riders**

## From the Editor

We are already at the onset of winter and although our second lockdown is coming to an end, we remain in Tier 3. Our group have not carried out car training and car tests have not been held since March, and this is likely to continue for some time. Even the DVSA cancelled their tests during both lockdowns. The motorcycle section were allowed to recommence training and tests from July but once again this was halted during the second lockdown. I hope this long period without any car training does not deter our car members.

The current situation has not prevented me from finding articles for you and I didn't let the dust settle before asking the new Regional Senior Examiner for an article. I also asked our president to contribute, as it was inevitable he would not be able to give his usual address at the end of the year. Our chairman also has a message for the group and an important announcement. I have resurrected the Meet the Tutor feature, so future editions will let you have in insight into the background of the group car and bike tutors.

More people seem to be using both the national and group Facebook pages, so if you haven't done so already, take a look. RoSPA do sometimes make important announcements via Facebook. I asked on the group page for anything to do with cycling, and this produced a very informative article from Bob Everick.

Once again I am asking for articles for *Torque* and I would like to thank those who do contribute. I would also like ideas for an event next year, so see pages 8 & 10 and get your thinking caps on.

Video conferencing seems to be the norm at the moment, with the committee and the tutors holding their meetings this way. Some of the tutors have even carried out online testing of each others Roadcraft and Highway Code knowledge. Even the November group meeting was held in this way, with guest speaker Graham Feast giving a presentation on travel, traffic, safety and roads.

With the future looking a little brighter with the potential for a vaccine to fight COVID-19 on the horizon, I would like to wish you all a happy Christmas and hope 2021 is an improvement on this year. Lets all keep safe.

You can email articles to [torque@wyg-roadar.org.uk](mailto:torque@wyg-roadar.org.uk)

Our group meetings held on the fourth Tuesday of each month at the Miners Welfare Hall, Main Street, Garforth are well received. Although they are currently not being held, you can look forward to next 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](http://www.wyg-roadar.org.uk)

## WINTER 2020



**Martin Jones**



## 2020 Committee

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If you have suggestions or items for the committee you can contact the chairman

[chair@wyg-roadar.org.uk](mailto:chair@wyg-roadar.org.uk)



Check out our group Facebook page, like and share it with your friends and also visit the National RoADAR page.

## Meet the new Regional Senior Examiner



*In the Autumn edition of Torque, I announced we had a new Regional Senior Examiner (RSE) after Jim Muter's retirement. I am now happy to introduce **Mark Bull** who has taken on the role and is a serving Roads Policing sergeant with West Midlands Police. He has been kind enough to spare time from his busy life to give me some background.*

I started driving at the age of 17 in 1996 and my first car was a red Citroen AX GT. I picked this car as the 0-60 time was an impressive 8.7 seconds on paper, which for a 1.4 was pretty good at the time. Being a youngster the £1300 fully comprehensive insurance premium wasn't pleasant, especially as that was about half the value of the car! Probably pales into insignificance with premiums for youngsters currently.

I've had a few other cars along the way, the most memorable one being a black 2002 Vauxhall Vectra 2.6 V6 SRI hatchback which sounded good but was really thirsty!

Having joined the police in 1998 I quickly obtained a basic authorisation to drive marked panda cars but not to use the blue lights at this stage. We still had a Rover Maestro Clubman diesel but these had mainly been replaced by Peugeot 306's and some Rover 200's. It wasn't until 2002 that I did my standard response car course which allowed me to drive on blues and twos.



In early 2003 I completed a motorcycle direct access course and obtained my full bike licence, my first bike being a 1999 Kawasaki ZX-6R. Some of the things I had learned on my standard car course proved useful in keeping me alive and in one piece whilst riding, particularly in the first year.

In 2008 I went onto traffic and passed my advanced car course, driving the Volvo S60 and V70 T5, a BMW 530d and a Mercedes C320 diesel. When I returned to division we were using a plain BMW 330d and a marked Skoda Octavia VRs. My time in traffic as a constable was spent learning the ropes, taking courses in various areas and denying criminals use of the road.

I completed my police advanced motorcycle course in 2013 riding the BMW R1220RT. After finishing my course I acquired a 1999 Honda Blackbird and what a bike that is, great Honda build quality and a really capable machine all round. As for why I decided to change it I'll never know, I think if I had enough garage space I would have kept it as well.



As a VIP escort-trained motorcyclist, I have responsibility for escorting visiting dignitaries in the West Midlands area, which for me is the most enjoyable task and something I am more than happy to do. I have had a couple of trips to London to conduct escort work. Last year I attended both the NATO summit where we had responsibility for the Croatian Prime Minister and VE day in Portsmouth where we looked after the Home Secretary.

I started examining for RoSPA in 2014 for both car and bike. I have recently joined the Fleet training team to deliver the RoSPA Diploma in Advanced Motorcycle Instruction. I really enjoy delivering this course when I can get enough time off from the day job.

In 2018, after two years in the role as a temporary sergeant, I was promoted to sergeant in situ on traffic and I was very pleased to stay in the department. As strange as it sounds it is a general rule for officers to be promoted away from their area of specialism. I was expecting a posting as a custody sergeant but needless to say I was pleasantly surprised.



My current car is a 2019 Skoda Octavia VRs 245 and my current motorcycle is a 2018 BMW R1200RS. I am very happy with both of these which does mean travelling to the north east will be enjoyable whichever one I decide to use. I am really pleased to have taken over from Jim Muter in the role of Regional Senior Examiner. Although I am based in the West Midlands I am still more than happy to travel and once restrictions are lifted I plan to meet with the North East Examiner team.

In six years as an examiner, I have conducted tests in car, minibus and on motorcycle, including diploma tests and re-tests. I feel that the experiences I have had in this role and as a sergeant, make me a credible replacement for Jim. I look after my team of officers in my day job and in my role as RSE I will take the same approach in taking care of the north east team of examiners.

In order to deliver the new Level 3 Award in Advanced Motorcycle Instructor Training I will be completing the Level 4 Award in Advanced Behavioural Driver Training at the end of September.

As Regional Senior Examiner, I will work closely with RoSPA HQ and ensure any new practices or procedures are filtered down to the examiners and therefore provide them with an essential link. I will also be responsible for the allocation of tests to examiners within the time frame and quality-assure the tests and reports.

A new survey of 1,000 people in the UK by Rivervale Leasing has found that one-third of drivers have experienced infotainment system failure and 63 per cent of those do not trust their vehicle's infotainment system. The findings add weight to recently compiled customer insight which suggests that many motorists are unsure of how to use their cars' infotainment systems and have also encountered reliability issues with the technology. Drivers who took part in Rivervale's survey said that they found infotainment to be an increasing distraction, with 30 per cent of respondents saying hands-free games such as mobile quiz apps are the most distracting feature, while 26 per cent said augmented reality satnavs are the biggest distraction.



A study by J.D. Power also revealed that a quarter of complaints from drivers of new cars relate to infotainment with the top problems coming from: built-in voice recognition Android Auto/Apple CarPlay connectivity, touchscreens, built-in navigation systems and Bluetooth connectivity.

Meanwhile, data from research commissioned by IAM RoadSmart found that Apple CarPlay and Android Auto significantly affect reaction times and increase stopping distances.

Road safety charity Brake reported that 49 per cent of drivers find infotainment distracting and 63 per cent agree that it should be restricted while operating the vehicle. The survey also found that just 16 per cent of drivers want voice-controlled dashboards, while 38 per cent said they favoured the traditional buttons, whereas 46 per cent would choose a touchscreen.

New contactless touchscreen technology developed by Jaguar Land Rover and the University of Cambridge will help keep drivers' eyes on the road and reduce the spread of bacteria and viruses in a post-COVID-19 world. The patented technology, known as 'predictive touch', uses artificial intelligence and sensors to predict a user's intended target on the touchscreen – whether that's satellite navigation, temperature controls or entertainment settings – without them touching a button.

The pioneering system, developed with engineers at the University of Cambridge, is part of Jaguar Land Rover's Destination Zero vision – a desire to make its vehicles safer and the environment cleaner and healthier. The technology uses artificial intelligence to determine the item the user intends to select on the screen early in the pointing task, speeding up the interaction. A gesture tracker uses vision-based or radio frequency-based sensors, which are increasingly common in consumer electronics, to combine contextual information such as user profile, interface design and environmental conditions with data available from other sensors, such as an eye-gaze tracker, to infer the user's intent in real time.

Lee Skrypchuk, Human Machine Interface Technical Specialist at Jaguar Land Rover, said: "As countries around the world exit lockdown, we notice how many everyday consumer transactions are conducted using touchscreens: railway or cinema tickets, ATMs, airport check-ins and supermarket self-service checkouts, as well as many industrial and manufacturing applications. Predictive touch technology eliminates the need to touch an interactive display and could, therefore, reduce the risk of spreading bacteria or viruses on surfaces. The technology also offers us the chance to make vehicles safer by reducing the cognitive load on drivers and increasing the amount of time they can spend focused on the road ahead."

*Thanks to Nigel Storey for this info.*

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Motorcycle training will help you improve your riding skills



This advertisement was on the RoADAR Facebook page and I immediately thought about the legality of the visor. Cars have to allow 75% light through the windscreen and 70% through the front side windows, so what is the legal stance on motorcycle helmet visors?

A motorcyclist's visor or goggles must either meet a British Standard and display a BSI Kitemark™ or meet a European standard offering at least the same safety and protection as the British Standard and carry a mark equivalent to the BSI Kitemark (UNECE Regulation 22.05).

Unlike car windscreens, during daylight hours a tint of up to 50% is ok and legal tinted visors will be marked "For daylight use only". Whilst it is largely down to different police forces' and officers' discretion as to whether or not to stop and speak to someone riding in worsening light with a dark visor, if an accident happens, investigations into the visor are often commenced by the investigating officer. Insurance companies will also take note with the aim of potentially reducing the value of any claim, for example if the tinted visor used in poor light was a contributing factor.

Dark, as opposed to mildly tinted, visors will not meet the required standard and the rider risks being prosecuted for an offence under Section 18 (Road Traffic Act 1988,) and if riding in fading light or even in darkness with a dark visor, the rider could risk a charge of careless or even dangerous driving with the possibility of a ban, fine and even having to retake a test.

When riding with a tinted visor, the safe option would be to always take a clear one as well to use should the light change. However, from a safety aspect, other road users do need to see where the motorcyclist is looking and obscure visors can severely impede this.

## Don't let driving be a pain

Advanced drivers always ensure the driver's seat is adjusted properly to suit our driving position. It transpires tutors are not just being pedantic about your seat adjustment, we are also insisting on it for the good of your health. When I took on the role as editor, I inherited an article written by a freelance journalist about back pain caused to drivers and I have now carried out some of my own research.

Musculoskeletal disorders are the most common form of work-related ill health in the UK, with an annual cost of more than £200 million – and employees who drive more than 20 hours a week are at particular risk. Academics in the Department of Human Sciences at Loughborough University were awarded almost £200,000 by the BUPA Foundation to enable them to examine the effects of driving on people's health. The research involved the development of a driving ergonomics tool, which it is hoped will help businesses manage the risks posed by driving to employees.

Whilst we would usually adjust the seat, steering wheel, head restraint and mirrors to suit our driving position, this is not usually a problem if you are the main or only driver. You may not have a choice in the size and type of vehicle you drive but you do need to make sure you fit. However, when stepping into a different vehicle, try and follow these steps so you can adopt the correct sitting posture when driving.

Firstly, push the seat all the way back, then lower it as far as possible. Next, recline the back of the seat to about 30–40 degrees and move the steering wheel (if it adjusts) all the way up and in towards the dashboard.

### Seat Height

Adjust the seat height upwards until your hips are at least as high as your knees. Make sure you can still see the

road and the instruments, and you are not so high that you have to bend your head down or to the side in order to see. Make sure the backs of your knees do not touch the car seat bottom, as this is bad for your knees and your circulation.

### Seat Position

Next, adjust the seat forwards so you can reach and completely depress all the foot pedals without your back moving away from the back of the seat. Make sure you have a small bend in your knees of at least 20–30 degrees – having your knees too straight can cause knee pain.

### Tilt of the Seat

Traditionally, the bottom of the car seat is set with the rear of the seat down and the front upper-

most. This position is often recommended as it helps to stop you from moving forward on the seat bottom (known as 'submarining') when you brake or in the event of an accident. However, modern car seats have largely overcome this problem with the addition of seat belt pre-tensioners, which stop you from slipping under the seat belt, and the backwards angle has actually been shown to decrease the hip angle and increase the pressure on your lower back/spine. Instead, you should position the seat bottom horizontally whenever possible.

### The Inclination of the Seat Back

Raise the inclination of the seat back to an angle of 100–110 degrees. This angle decreases the pressure on the discs in your lower back.

### Lumbar Support

Many car seats have a lumbar support so adjust that next.

### Adjusting Head Restraints

Most car seats come with adjustable head restraints. Ideally, you should be able to adjust both the height and the front-to-back position. Adjust the height of the restraint so it rests in the middle of your head.

### Adjusting Your Mirrors

Once you are sitting correctly in your seat, adjust the mirrors to give optimal rear visibility. This is vital for both your driving performance and your posture.

### Seat Belts

Most cars now come with three-point seat belts, which have been proven to reduce injury in the event of an accident, and some have adjustable seat belts. When fastening your seat belt, try not to reach for it with the arm on the seat belt side as this puts your shoulder into a bad position (known as the 'closed-pack position'). Instead, reach across with the opposite arm and turn from your body, not your shoulder. Another consideration when using your seat belt is to ensure the lap portion goes across the pelvis and not the abdomen, so that the belt catches the bones of the pelvis and not your stomach and internal organs in the event of an accident. This is especially important if you are pregnant. The upper portion of the seat belt should pass over the clavicle and sternum, not the neck or the shoulder, and never under the arm. Placing the belt over the clavicle and sternum passes stress through the bones rather than the soft tissues, helping to prevent twisting in the event of an impact.

### Steering Wheel and Arm Position

In cars fitted with airbags in the steering wheels, a certain distance is required in order for them to work optimally – anywhere around 10–12 inches (25–30 cm) is a good minimal distance. A car with both height and rake (in and out) steering wheel adjustment capabilities is preferable, as you don't have to adjust the seat front to back to achieve the correct arm/shoulder position. When stationary, you should be able to sit with your shoulder blades pressed back into the chair and, with a straight arm, your wrist should be able to bend over the edge of the steering wheel. Then, when driving, you should find that you have a bend in your arm of around 120 degrees.

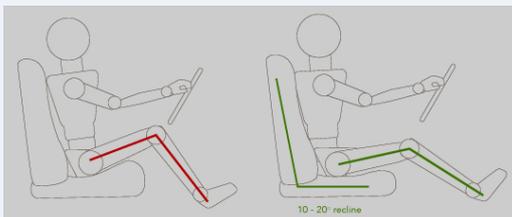
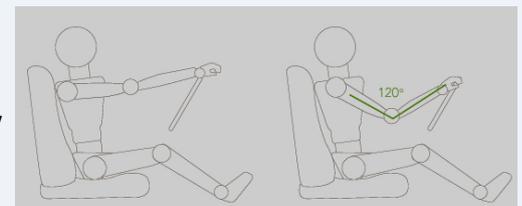
### Steering Height

Where adjustable, the steering height should allow a clear view of the dashboard with your palms just lower than

your shoulders which should also allow you to grip the steering wheel in your preferred position. This is normally described in relation to a clock face – some people use the 'nine and three' position which gives the best leverage, whilst those with shoulder and neck problems often prefer the much lower 'seven and four' position. Try to grip the wheel using mainly your fingers and fingertips, and try to keep the grip as light as possible in order to combat fatigue. Keep both hands on the wheel as much as possible, as steering with one hand causes one shoulder to work harder and can result in a twist of the spine. Never hold the steering wheel at the top with one hand.

### Other Factors

Changing gears on either a manual or automatic car can affect shoulder and neck problems. If possible, try to drive a car where reaching for the gearstick allows the arm to remain in a neutral position – neither reaching to a straight arm, nor bending beyond 90 degrees. Many cars still have a manually-controlled handbrake or parking brake in the centre console, which people with neck and shoulder problems on that side may find difficult to operate. If this is the case, cars with foot-operated or electronic parking/hand brakes are better long-term options.



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## Cyclist or Bike Rider - *Bob Everick*

The bike to me is primarily, or at least was prior to lockdown and the subsequent disruption to what passes for a 'normal' life, a form of transport. Ok, by route miles, most of my cycling miles are for leisure, but by number of journeys the bike gets me across Leeds on my regular commute all year round and in all weathers. It keeps me fit and provides a 30 – 40 minute escape from the rigours of the working day. In an average year, I'll cover 2,500 miles on different bikes on varying roads. Even as I approach the start of my 7th decade, I'm more than capable of keeping up with city traffic where the conditions favour it. So the next time the motorcyclists amongst the group are pulling on their body protectors and zipping themselves into their leathers, just think on that I've touched 50mph quite a few times this year wearing clothing with the integrity of a thick stocking and with what is, in effect, a ceiling tile on my head.



Putting in such mileage does give me the opportunity to take stock and work out what's good and what's not so good. Here's a flavour:

**Other road users:** In general, most road users are more than willing to share the road with you. Drivers will tend to give you the space you need and respect the fact that you have every right to be there. They'll slow down to maintain safety and will pass by giving ample space. That said there are those who think that you have no right to be on their road. They will be abusive and aggressive. They will pass dangerously close and, on occasion will vent their anger at your presence with verbal abuse. I've even had items thrown at me.

**Other cyclists:** I recognise that there are three different classes of cyclist. Those who, like me, are time served, Lycra clad road hardened road users. They'll generally follow the rules of the road and will 'fit in' with the rest of the clutter. You can trust what they're going to do and they tend to be predictable in their use of the road.

Then there are the riders who include children and other inexperienced riders amongst their numbers. They're prone to do 'silly' things and can be very unpredictable. Finally, there are those who just get on and ride. They're the ones you see riding down the pavement, the wrong way down one way streets and facing traffic. Basically, they're the cycling equivalent of a lemming and should be avoided. A lot of cycle clothing is black these days and is worn by many cyclists. I always wear conspicuous clothing, not necessarily the hi-viz but bright colours or with a vivid pattern. I also use my lights whereas many don't. I am not sure that the current crop of hi-intensity LED front lights actually helps cyclists that much. In flashing mode they make judging distance difficult and in constant mode they're actually brighter than main beam headlights even though they have a smaller lens.

**Cycle facilities:** To be honest, I despair of most facilities. They're poorly designed, poorly maintained and are made to fit the space available rather than space being made for what's required. They're discontinuous, disappearing at regular intervals - especially at junctions - just at the point you need them the most to provide any advantage for either safety or speed.

The jury is still out regarding advanced stop lanes at traffic lights as far as I'm concerned, with the main issue being that they tend to be impossible to get into when the lights are at red - basically, when you want to use them. I don't like on road cycle lanes (doubly so with the 'Orca' wands currently being installed in various places across the city). The lanes are rarely wide enough to provide sufficient space; they mean that cyclists are expected to ride close to the gutter amongst the debris swept there by vehicles, grates, standing water and the inevitable road edge damage.



Off road cycle lanes can be a better bet other than the fact that they are generally indistinguishable from footpaths and hence you're likely to come into conflict with pedestrians. Shared use cycle paths are a joke. As a cyclist they take me, the road based cyclist, who is otherwise equal with motorised traffic and places me at the bottom of the road user food chain. It's not where I want to be. Also as a pedestrian they're just dangerous. I don't want to share the footpath with, well people like me to be honest - cyclists riding between 20 and 30mph.



**Infrastructure investment:** Installing cycle facilities costs in excess of £1m per mile. Astonishing isn't it. I don't know how local authorities get to that figure but that's what it is. However, for their investment the local authorities and city planners get a significant amount of vitriol from other road users. I can understand why when you're stood in queuing traffic alongside a cycle lane which rarely seems to be used. There needs to be a balance.

*Its good to get a different viewpoint as we are all road users. I recently watched a group of high-vis- and helmet-clad children from the school in our village being instructed by riders from Cycle North. I listened with interest to the instruction and the similarity to what we teach about observations, positioning, shoulder checks and signalling with safety being a priority. It made me realise the majority will become the road users of the future. Perhaps this is where the education should start.*  
Editor.

## The Harshness of Winter—Craig Tulley

Believe it or not, the UK is in a temperate climate area. However, for three or four months of the year we are in a danger zone where hypothermia is a real risk as we are in a wet and cold zone at between 2C and 6C. At these times of year, the accident rate is higher, there are more hours of darkness and the likelihood of being stuck in snow or on a closed road or motorway overnight increases.

We all check our vehicles before we set off on a long journey but in winter you could be stuck just a few miles from home and, therefore, a different plan is required for you and your passengers.

Remember when you set off, you may be out for 24 hours. I have compiled a basic checklists and information which you can use to prepare. Most of the things you will already have at home and the rest are available very cheaply from the supermarket or outdoor shop. These things will not take up much space if packed carefully but will give you a lot of comfort and protection should you end up stuck out in cold weather. As a final point, look at your feet before you set off, does the sartorial elegance of your shoes outweigh your safety?

### Car Safety Equipment – Bag of tricks

A canvas bag or small rucksack which you can easily put in the car, and store away in the summer containing:

High-viz jackets

Food – Mars bars and that sort of thing, replenished at the start of each winter

Flask with a cup lid – fill it up with hot water before you set off

Sachets of coffee and sugar – the sort that hotels leave in your room

Waterproof clothing

Emergency foil blankets x 4

Jumper or fleece

Sleeping bag or blanket

Small folding shovel

Work gloves

Torch (and also glow sticks)

Warm hat

De-icer

Ice scraper

Road atlas

First-aid kit

Rotating amber beacon



If you do breakdown then advice is usually to stand outside of the vehicle, but in severe weather you will have to decide if the risks of staying out in the cold outweigh the protection of staying in the vehicle. Assuming you decide to stay outside the vehicle, firstly look for some shelter, such as the lee side of a bridge, a bus shelter, anything to try and keep out of the wind and rain. RoSPA love an acronym so let's start with this one for the principles of keeping warm:

### COLD-FEET

**CLEAN** clothing has higher insulation properties.

**OVERHEATING** wets clothing, which chills.

**LOOSE** clothing and in **LAYERS** traps air, which insulates.

**DRY** clothing.

**FIT** clothing properly, taking time to make good seals at the ankles, waist, neck, head and wrists.

**EXERCISE** face, fingers and toes to keep the blood circulating and reduce the risk of frost bite.

**EAT** your food and drink plenty, but no alcohol.

**TIGHT** footwear and clothing constricts blood flow, which contributes to cold feet and extremities.

Remember to put things like mobile phones in inside pockets to keep them warm as battery life is significantly reduced in the cold.



If you are stuck in your car overnight, the first thing to think about is the risk of leaving the engine running and so if you can keep warm without the engine running then you should. The main reason is carbon monoxide poisoning, as the gas can easily build up round the car, contained by snow. Also, your car is not designed to sit running for long periods of time so again carbon monoxide can build up under the car and work its way into the ventilation system. The second issue is running out of fuel.

If you have the car running, then you should try to avoid sleeping and absolutely must keep windows open to provide ventilation. Generally, running the engine for so many minutes an hour will not be successful as cars are very poorly insulated and you will keep draining the battery every time you start the car. Also, to give your car the best chance of starting, turn off all electrical equipment before turning off the engine so that when you turn it back on the load on the battery is minimal.

Before settling down for the night, think about seating arrangements. For example, if there are two or three of you in the car, all sit in the back and share warmth. You could also consider sharing space in another car but of course there is a personal safety issue to consider, so a photo of the other car's number plate texted to a friend is worth a thought.

**LIONEL had an accident** is another great acronym for that time when it's all gone pear-shaped. Remember that you may be looking after casualties for hours rather than minutes but if you get the information to the emergency services in a concise way it allows them to prioritise the call and get to you sooner.

**LOCATION** - Use road atlas, sat-nav or what3words.

**INCIDENT** - Type of incident and time it happened.

**OTHER** service required – Ambulance, fire, mountain rescue, air ambulance etc.

**NUMBER** of injured and any other people left with the injured.

**EXTENT** of injuries – For each individual hurt.

**LOCATION** again – With any helpful information such as state of the road, landmarks, colour of the car (fire engines navigate by using pubs as waypoints on a route – possibly not true but it always worked for me!).





The Iron Butt Association is a worldwide group and Iron Butt UK organises three rallies during the year. The 12-hour Brit Butt Light held in the summer and the 36-hour Brit Butt Rally in the autumn. Jorvik 2020 is the sixth running of this 8-hour event, and is seen as an opportunity to provide riders with a gentle introduction.

**Motorcycle tutor, Richard Hirst takes up the story.**



During 2019, an old friend told me about the Iron Butt Association (IBA). The 8-hour version seemed to be very much up my street, as my arthritic hips dictate that anything longer is a definite no-no!

In 2020 several of the IBA rides were cancelled due to COVID-19, but I got wind that the 8-hour ride would still take place, but with additional socially-distanced measures in place to protect entrants and organisers. So in mid-September, I posted a link on our group Facebook page, and said that I was thinking of doing this year's 8-hour called the Jorvik 2020 and wondered if anyone else was. A few sceptics commented about the safety and practicality of such an event, but ever the optimist and never having done one before I will give anything a go once.

My £20 entry fee was sent early October, and to my surprise I discovered that 2 other WY RoADAR motorcyclists had also entered. Confirmation of entry was received and then I had to wait for the final instructions which were due approximately 10 days before the event planned to be held on the 24th October. On the 14th October my inbox pinged, and the final instructions arrived.

This year's event was different to the one that I had seen previously and took the form of what could be best described as an individual navigation exercise. The objective was to navigate to a number of towns, villages or cities of your own choice and using the first letter of each place visited make up a selection of words given in the instructions by the organiser. Each letter represented a score of 50 points and once the full word was completed and depending on the number of letters required a bonus score was achieved. Every place visited had to be photographed as evidence that it had been visited and the photograph had to include your own home-made entry number – mine was 107 and I customised it a little! The photos were then submitted to the organiser in real time using email or *WhatsApp* or sent before 8.00pm on the day. Some places didn't have a welcome sign so a photo of the local church, library or fire station could be used as long as the entry number was visible in the photo. Mileage and time also had to be recorded and submitted to the organiser. The start and finish point was to be any McDonald's in Yorkshire and a purchase with receipt had to be made which confirmed your start and finish time, which was sent to the organiser in real time to ensure you didn't exceed the 8-hour duration.

The 24th October arrived and I had made a plan of places to visit along with a route, so the three of us – Steve, Martin and I met (socially distanced) at McDonald's, Bailiff Bridge at 9.00am. We purchased a coffee with a time stamp of 9.05am, photographed the receipt along with our entry number and sent it off to the organiser via *WhatsApp*, which meant we had to finish by 5.05pm otherwise we would be disqualified. The weather was dry, but the forecast was for heavy rain after lunch.



The words from the organiser's list that I'd decided to make up were BIGGERSTANG, MIDDEN, HEL and QUEEN. Each word had to be completed in order, although more than one word could be completed at the same time, but a letter could only be used once. Our first stop was Bailiff Bridge Memorial Gardens for the 'B' in BIGGERSTANG, then Hipperholme for the 'H' in HEL, and then Illingworth for the 'I' in BIGGERSTANG etc.



The day was going well and the rain held off for a while, but came down heavy mid-afternoon. Time was running out and a run to Threshfield for the 'T' in BIGGERSTANG would have resulted in us probably running out of time until I saw a sign for Thruscross which saved us a 20-mile detour. We finished with 10 minutes to spare, at McDonald's Keighley, bought another coffee with receipt and sent off the photograph to the organisers. Back home for 5.40pm to dry off and send all the photos to the organiser before 8.00pm.

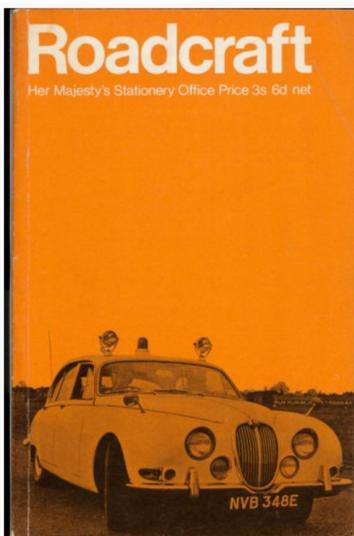
The results, which were measured by the number of points earned, were announced Sunday afternoon, and considering it was my first event, all three of us (as we all had the same places and made the same words) were a very creditable 12th out of at least 130 entrants. Our score was 5,100 points, and we travelled 110 miles at an average speed of 13.5 mph.

Overall, it was an enjoyable and safe socially-distanced experience. We could have ridden a greater distance, but we might not have achieved the same score, so it was our choice of route and places to visit. Would I do another? Yes, I think I would. Could it be done in cars? Yes, quite easily.

***I hope this has wet your appetite for a socially-distanced treasure hunt next summer? See Page 10 Editor***

Whilst talking with my daughter during October, she very kindly reminded me that it was 20 years since I had retired from the police force. She asked if that made me feel old, and I told her that it wasn't the 20 years since I retired that made me think anything but the fact that it was 50 years in the October that I actually joined the police force.

At this point I was struck by another thought, that it was 49 years this November that I started my first 3-week police driving course, where I was introduced to, and became great friends with, my edition of *Roadcraft*, and it was from this first introduction that my journey into the system of car control began. I had been driving for three years at this point but soon realised that what I thought I knew was actually very little, but this was all about to change.



**1968 Edition Roadcraft**

The first morning in the classroom we started going through *Roadcraft*, looking at definitions and talking about driving plans, which prior to this I had thought meant setting off from point (A) driving to point (B) and deciding beforehand which roads I would journey along.

How wrong was I. Following the assessment drive in the afternoon, it was debrief time then back into the classroom on the Tuesday morning, where I was soon to learn that driving plans were a living thing that started from the very moment you got into the car, switched on the engine and moved off on your journey, be it a very short trip or a long trip, and were active right up to the point where you reached your destination, switched off the engine and got out of your vehicle.

Driving plans form the very essence of your drive and are based on three very important and fundamental principles/factors – *what you can see - what you cannot see - and what you can reasonably expect to see or happen.*



Putting this into practice along with all the other elements contained within *Roadcraft* was a steep but enjoyable learning curve, but it just doesn't stop there. You have to know the vehicle you are driving and its foibles, you have to realise that no two vehicles drive the same, they may be the same models but that doesn't carry forward that they will drive the same.

For me, this was just the start of my learning, moving onto Traffic 4 years later with more learning, gaining a deeper understanding of *Roadcraft*, with the pinnacle coming when I was accepted onto a Police Instructors Driving Course and later transferring into the driving school, where I filled a dual role as traffic law instructor/driving instructor and where I was to learn in even greater depth about *Roadcraft* from very experienced instructors who had worked for many years trying to perfect the art of car control.

I use the word 'trying' to perfect the art of car control, only because no one can ever give the 'perfect drive'. Extremely good drives, yes, but never totally perfect. I did also learn the art of self-criticism. This element doesn't feature in *Roadcraft* but comes from within you, and you should never lose it, otherwise you lose everything!

Over the years, *Roadcraft* has served me and my family well. At one point, I was the only driver in the family so it was down to me to keep my precious cargo as safe as possible whenever we were out in the car, but we always carried an additional passenger, *Roadcraft*.

When my wife decided she would like to learn to drive, I accepted the challenge and out came *Roadcraft*, my thought process being if I can teach police officers to drive, then I could teach my wife. This did result in one or two silent moments at home, but the result was well worth those moments.

When our daughter reached 17, she wanted to learn to drive, but just like driving a car, you must know your own limitations so I handed the task of teaching my daughter to another police driving instructor, but again, *Roadcraft* was the base from which she started.

I had been taking our son to Tockwith from the age of 12 so he was already moulded, and at one minute past midnight on his 17th birthday we were out on the road. He passed his test 4 months later and achieved his RoSPA Gold by the time he was 18 – *Roadcraft* yet again.

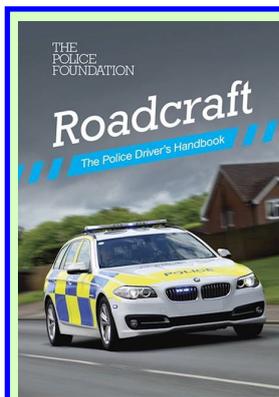
As a result of less traffic on the roads during lockdown periods, I have seen driving standards drop. This drop makes it even more important that we all put into practice what we have been taught over the years, including those who have just nicely been introduced to *Roadcraft*, because going back to those three very fundamental principles/factors I mentioned will keep you safe, and, whilst not appreciated by those not-so-careful drivers, you will also help them.

COVID is making life very difficult and frustrating with all tutoring and tests suspended until things improve, but they will improve so I leave you with this thought: your pride in the way you drive does make a very big difference to you, your family and other road users!

Remember, the hallmark of a good driver is 'Quiet Efficiency', and really *Roadcraft* should be linked with the song by the Bee Gees, 'Staying Alive'.

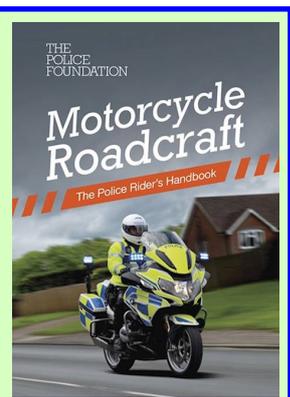
I take this opportunity to wish you all the best Christmas possible, keep well and stay safe, and hopefully we can all resume normal services in the New Year.

**Kevin Sharp LVO DL (President)**



New editions of *Roadcraft* and *Motorcycle Roadcraft* were published in October and are now available from TSO and Amazon. Issued free to all new members.

The new editions have a revised overtaking chapter and new explanations of advanced concepts such as limit points on left-hand bends.



## Meet the tutor—Glyn Jones

Upon leaving school, I started as an apprentice diesel mechanic working at a Gardner diesel engine specialist. Gardner engines were well known in all industries and were used in HGVs, buses, marine and locomotives, including underground locos for the mining industry, and in generators for fairgrounds and lighthouses.

I passed my driving test in 1966, and in 1975 my HGV class 1 which then enabled me to carry out road testing and accident and roadside recovery work.



Technology has moved on since my early days when crash gearboxes (no synchromesh) and splitter/range change gearboxes with 12 and sometimes 16 gears were commonplace. Electronics have taken over with engines now being more than double the power and automatic gear boxes are a common feature.

Due to having a major back operation, I had to curtail being a mechanic and went on to driving HGVs nationwide, including Northern Ireland during the Troubles, covering anything from 2,500 to 3,000 miles per week.

My first vehicle was a Morris 1000 van which led on to approximately 20 cars to date covering numerous makes. It's difficult to say which was a favourite as they all had their appeal at the time but the ones that come to mind are a Honda coupe and Mitsubishi Lancer.

My present car is a Kia Ceed GT-Line with a 1.6 diesel engine, which is a very flexible driving car and very economical.



Driving has always been a passion and I have an interest in both British Touring Cars and Rallying, and I have driven the odd track day at various circuits. I also enjoy walking, which over the years along with swimming has helped me with my back problem. I organise walks for a small group around the area where I live and occasionally organise awaydays. I have also taken the group for a couple of days' walking in Wales.

To date I have no driving convictions but since retiring and not putting in the mileage I thought it might be of benefit to have my driving checked. In 2015 I joined RoSPA and passed the test at gold. I became a group approved tutor later that same year. Being a tutor has helped me to keep my driving standard to the level we aim for as I feel it is very easy to let standards slip back into old habits. I enjoy tutoring and find it rewarding to see associates improve their driving skills, and hopefully keep them safe.



Group subscriptions are due 1st January and the discounted rate of £5.00 is applicable until 31st January 2021. If you have a standing order or recurring payment, please amend the payment. The group bank account is in the name West Yorkshire RoSPA ADA Sort Code 050090 Acc Number 54352992

## TREASURE HUNT

Anneka Rice was famous for her shapely behind, She flew round in a chopper hoping answers she would find.

The clues from Kenneth Kendall were given to the star,

But this one is for you, on your bike or in your car.



I am looking for some help to decide just what to do.

Like how long should it take and what makes a good clue?

If you have ideas that may be of some use, Let me know about them but don't make them too obtuse.

[torque@wyg-roadar.org.uk](mailto:torque@wyg-roadar.org.uk)

### A message from the Chairman

Well here we are again, back in 'lockdown' although not quite as restrictive as the first period of isolation which started in March. Clearly this measure is necessary to arrest the current 'spike' in the incidence of the virus and protect individuals and our NHS. Many would say that this measure was inevitable and indeed late in being implemented. Other parts of the UK have certainly led the way in attempting to control the spread. History will be the judge of the effectiveness of the measures we have taken.

Meanwhile, most of us are wondering what Christmas is going to look like this year. In this respect we are purely at the mercy of nature. I think the best we can do is to hope for the best but prepare for the worst. I know that that is a little pessimistic, but remember, a pessimist is only an optimist with experience!

There is some good news, however. At the November committee meeting, it was decided that the group subs for 2021 would be a token £5.00 for all members renewing at the end of 2020. The exception to this will be car members who joined in 2020 and have not received any training this year so they will be free of charge. New joiners from now on will still pay the normal joining fee.

Regarding the AGM, normally held in January each year, clearly there is some considerable doubt as to whether this will be able to go ahead as normal in 2021, due to the COVID-19 pandemic. For this reason, your committee have decided not to plan a date for this event until the future is a little clearer. The alternative would be to hold a virtual Zoom AGM, but this was considered not to be as inclusive as a traditional meeting with buffet to kick off the new season. Further news on this issue as the current situation unfolds.

I hope you and your families stay well and that we are all able to enjoy Christmas and the festive season. Take care and best wishes **Mike**

