

The ROSPA logo features the word "ROSPA" in a bold, white, sans-serif font. The letter "O" is stylized with a colorful circular graphic composed of green, blue, and red segments.

Advanced Drivers
and Riders
West Yorkshire

ANNUAL SUBS DUE NOW

Drivers

Someone Fishy!

Torque

Winter 2021

On yer Bike's

Riders

From the Editor

Our first group meeting this year, the social event held at Garforth on 21st September, was a great success with 39 attendees enjoying some long awaited convivial company and a buffet provided by the committee.

Winter is upon us and its almost time for most of the motorcyclists to wrap up their prized possessions until the better weather appears. After much pestering from me, this edition features some of the escapades they have been up to over the summer months.

The car tests have started to be held again after the lockdown and test passes are shown on page 10. On a personal note, I have been carrying out some improver and refresher sessions for those group car members who have already passed the advanced driving test and this has proved to be of great benefit. We can all continue to learn. I have summarised my experience of being a car tutor on page 5, which may wet your appetite, so if you are interested contact the car or bike training officer or any of the tutors.

I did track down Andy Nixon, and he has given his brief history on page 3.

You may have noticed our Facebook page is becoming used a lot more with members using it to pass on information useful to the group.

The new Highway Code with 33 changes will now be released in Spring 2022.

If you have any suggestions for group speakers, or have anything you wish to raise please contact the chairman, secretary, or a member of the committee.

Don't forget group subscriptions are due.

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

Our group meetings are held on the third or fourth Tuesday of each month at the Miners Welfare Hall, 52 Main Street, Garforth, LS25 1AA.

December - NO MEETING

18-01-22 AGM - President

22-02-22 Peter Cattell - Clearview Intelligence

The group purchased a quantity of mugs bearing the West Yorkshire RoADAR logo and these were given to those members attending the meetings in October and November.



Martin Jones (Editor)

torque@wyg-roadar.org.uk

2021 Committee

Chairman	Mike Suggitt
Secretary	Nigel Storey
Treasurer	Peter Stirk
Car Training Officer	Mike Bell
Bike Training Officer	Pete Fenlon
Member	Rob Hall
Member	Andy Twaites
Member	Jon Taylor
Member	Andy Richardson
Member	Dave Green
Member	Tony Baker
Member	Richard Hirst
Member	Sue Speight
Member	Martin Jones

Fancy joining the committee? Come along to the AGM and have your say.

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

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, like and share it with your friends and also visit the National RoADAR page.

Andy Nixon - Regional Senior Examiner

Following on from the article about Amy Brant in the Autumn Edition, I had a chat with Andy who has taken on some of the workload to assist RoADAR. Editor

I always had a massive interest in cars and bikes from an early age as my father was a traffic officer and then later an Inspector in the driving school within West Midlands Police. I think it was inevitable that I was going to join the Police as I wanted to become a Police biker. I took my initial civvy bike and car test in 1977. I was employed by West Midlands Police as a cadet from 1978 until April 1980 when I joined the regulars.

After 3 years in the job, I fulfilled my ambition and went on to become a traffic biker getting my advanced grade on bikes first and then cars. I was predominantly working on Eastern traffic covering Solihull, Coventry and other districts in the area, and then just covering the Metropolitan Borough of Solihull. I also qualified as a VIP motorcyclist.

I was forced into retirement in 2011 due to cuts. I didn't want to retire but having done so I would highly recommend it! I have never been gainfully employed in full time employment since, although I joined RoSPA as an examiner in 2013, went onto become Regional Senior Examiner in 2014 and then Chief examiner in 2015. I held this position for 6 months, leaving due to personal reasons.

In 2021 Amy Brant the old RoADAR manager resigned from RoSPA for pastures new and I was asked if I would assist RoADAR covering 2 days per week to help out the team with membership, policy and development. Of course, I was more than happy to assist where necessary. I took on this position from the 1st of September 2021. Being very fortunate I can work any 2 days per week so cannot say for definite when I will be in the office, unless it is for a pre-arranged meeting etc.

Living in the Solihull area means I am relatively local to head office, about 12 miles away. I would normally travel there as it is Birmingham on my Triumph Explorer XRX. I also use this bike for training courses and testing. I have a Volvo V60 and an MX5 which I use on the rare occasions as I'm usually on the bike.

When not working I can usually be found on my narrow boat Harmony or at my shack in Devon.

If anyone has any questions re RoADAR they can of course always e-mail in the first instance, but I would rather talk directly either in person or over the phone as I think you can say so much more in a few minutes rather than by e mail tennis over a period of days. To be honest I'm a little old fashioned and don't really do all this new-fangled social media stuff, I'm not even on Facebook thank God!

I would like to take this opportunity in wishing all your readers well and to personally thank them for everything they do to help make our roads safer.



First Social Ride-Andy Richardson

In the middle of May this year, and just after the lockdown eased, members of the motorcycle section decided it was safe to start organising the social rides. The motorcycle ride organised was a day's ride to the East Coast, sunny Saltburn-by-the-Sea. There were thirteen members from West Yorkshire RoADAR motorcycle section available for the ride, led by me with Neil Hopkinson bringing up the rear as Tail End Charlie.



We set off from Wetherby services at 09.30 and rode up to Sutton Bank visitor centre where we had a short break for tea, coffee, and cake. After a 20 minute break, we continued up passed Rievaulx Abbey, Stokesley, Great Ayton and arrived about noon at Saltburn-by-the-Sea to have lunch on the sea front.



The second leg was down the East Coast to Runswick Bay and then we went in land across the North Yorkshire moors to Rosedale Abbey and Kirby Moorside where we re-fuelled the bikes. We continued on to Castle Howard for afternoon tea and cakes. The last leg was changed slightly from the original route, and we departed about 5pm at our finish point at Wetherby services.

The weather was kind to us and it made for a most enjoyable ride covering over 150 miles with no incidents, which is always good. I think everyone in the team enjoyed the run out with fabulous roads and company.

Many thanks to Richard Hirst and Pete Fenlon who helped organise the trip and especially Richard for the pre-run we carried out two weeks earlier in very inclement weather, but it was in the car.

Some of the motorcycle section did enjoy another social ride into the Brecon Beacons in Wales, led by Richard Hirst with Neil Hopkinson being tail end Charlie. No queue but definitely a loo with a view.



A further weekend trip for fifteen of the group to the Scottish borders, again led by Richard with Neil taking up the rear guard. Photos from the Facebook page shows there seems to be a theme to this trip.



BMW E46 Coupe – Dave Robertshaw

The **BMW 3-Series** and I go back a long way. My first job (aged 10) involved the weekly cleaning of two 1980s E30 models owned by a neighbour. A few years later I was allowed the use of my parent's 1990s E36 for a week as a reward for passing my A-levels. I practically lived in that car for the duration and added over 1000 miles onto the odometer (sorry Dad).



A bit later still and I was piloting another E36, a ropey diesel saloon with massive alloys, across Europe with friends. And a few years after that I'd purchased what is still the most expensive car I've owned to date; my very own nearly new 2010 E90 saloon. In fact it's this car I was driving when I joined the WY group and in which I passed my first RoSPA test. Some of you reading this will probably have ridden in it.



I've also enjoyed the use of the later F30 models through work. Every time I've driven any of these different iterations of 3-Series, I've been struck by the excellent handling, smooth engine and a driving position which just feels 'right'. However, there was one model of 3-series which I had only a very brief experience of: the E46.

The E46 (1998-2006) is considered by many to be peak 3-Series. Originating from a time when quality levels were high, vehicle weight was still sensible and before manufactures had begun to dial out driver involvement in favour of refinement, it's not hard to see why the E46 is the enthusiast's choice.

When my friend got in touch to advise he was selling the E46 318Ci coupe he'd taken on as a lockdown project, I was standing on his driveway collecting the keys in no time at all. And as soon as I drove away in it I knew I'd made the right decision. I was immediately reminded of the usual 3-Series attributes described above. My biggest surprise however was just how smooth the 4 cylinder 2 litre engine is. Being a 4 instead of a 6 cylinder car means my example is worth quite a bit less than its larger engined relatives, but it still feels special and I genuinely don't know how they managed to make a 4 cylinder quite so smooth! It's economical too, returning 42mpg on my first motorway run.

For a 15 year old car it feels very tight and well made, with no interior rattles or creaks. There has been the odd electrical glitch so far, including the indicators which randomly stopped working on one occasion. This is an ideal opener for the (very) old joke about BMW drivers not using their indicators...

However, it's the handling that really sets the E46 apart. It's without doubt that it goes around corners more competently than any of its period rivals, while at the same time providing the feedback to let you know what's happening between tyres and road. It really is very impressive, to the extent that I was left wondering why I haven't owned a 3-Series for the last few years.

My plan is to carry out some of the jobs required to make it into a really nice example and to enjoy it over the coming months. I'm looking forward to getting to know it much better.

These are the internal BMW model development codes assigned to each generation.

- E21—1975-1982, first generation**
- E30—1982-1990**
- E36—1990-1998**
- E46—1998-2005**
- E90—2005-2011**
- F30—2011-2018**
- G20—2018 on, current model**



Being a Car Tutor

by
Martin Jones

RoADAR tutors are certainly a breed apart, spending untold hours passing on their knowledge to others. Their only reward being the satisfaction of improving the driver or riders ability, making them safer and smoother drivers and riders, with the icing on the cake when the associate passes the RoSPA advanced driving or riding test. By the very nature of conducting training for others, it follows the tutor also improves their knowledge and skills as a tutor and advanced driver or rider.

Some tutors may have a training or teaching background, so they can be a great asset to the group, bringing along their skills. However all tutors have to be advanced drivers or riders and members of RoSPA. Initially the tutor will have successfully completed a group approved tutor course which is certified by RoSPA. The tutor may then continue to become a RoSPA Advanced Tutor. Previously some tutors paid for further training to become diploma holders. This qualification has now been replaced by the RoSPA Level 3 Award in Advanced Motorcycle Instructor Training and Level 4 Award in Advanced Behavioural Driver Training.

In my previous occupation as a police dog handler, I decided I would like to pass on my knowledge as an instructor. In preparation for that role, I was fortunate to attend a classroom skills course and then a level two trainer's course. These prepared me for my four week Home Office Accredited police dog instructor's course. I worked in that role for my last four years in the police and it was not dissimilar to my current role. I realised, when I became a car tutor, the important thing to me, was to be organised, have lessons and driving routes planned and be prepared to be flexible. The associates I train need to know what they are doing on each training session so they have an achievable goal.

I used the Car Tutors Training guide written by Keith Bamford, a previous group Car Training Officer (one of the founder members and a RoSPA Diploma Holder) to plan the way the training sessions should be conducted. Also using *Roadcraft* as a guide, I am able to create the lessons and a series of routes, no two being the same, to fit each training session, so the training points can be made. Local knowledge plays a big part in driving and riding, so using the same routes for the same session for each associate makes life easier for me. Knowing everyone learns in different ways and *Roadcraft* is not easy to understand initially, I find it best to advise the associate to read the chapter to be covered at the next session so they are prepared.

The *Highway Code* plays a major part in my training sessions, so I created a series of quiz like question sheets so I can ask them at the end of each training session, usually over a cup of coffee at my house whilst I am giving a debrief on the session. I have also prepared a few questions on each chapter of *Roadcraft*, which I give to the associate to answer at leisure and retain for future revision and reminders.

The most important part of advanced driver training is the driver, so I ask for the I AM SAFE check list to be fully understood. The vehicle is the next important part so POWDER checks should also be understood. These form the basis of the associate being able to carry out pre-journey checks in a competent and confident manner. I work my way through the chapters of *Roadcraft* during the training sessions until it has been covered fully and I am always prepared to drop back or cover sections over. The contents of each chapter obviously overlap. Signals are Chapter 8 but it is impossible to not cover their use in the preceding training sessions.

I use a number of training aids to assist me and the associate. The suction interior mirror is invaluable and I bought one of these at the start of my tutoring journey. My own tutor had a digital plug in speedometer which he used in my car. It wasn't until I tutored my first associate that I realised the speedo is not always visible from the passenger seat. Not a bad thing when it's an examiner sat alongside you, but as a tutor I need to know the speed of the car. The most common fault I have found with associates, is the inability to maintain a legal speed, especially in 20 and 30 mph areas. I bought a digital speedo which is placed on the dashboard and plugs into the cigarette lighter or USB socket and works using satellite positioning.



The first associate I tutored had great difficulty in using the pull-push method of steering and we even drove around a car park several times for practice. I was taught this method when I learned to drive and have used it ever since. I remembered the difficulty I had in learning the method, but as a police cadet in the back seat of the police driving school Hillman Avenger, we were told to use our police flat caps for practice. So wherever the driver steered the car the two of us in the rear steered using our caps.



I bought a steering wheel cover from a motorist accessory shop. I adapted the plastic insert to show the user what to do and it has been used in the early stages of training by many of the associates I have tutored.

A more recent addition to my training-aid box of tricks is the plastic plate, which I blue-tac to the dashboard so it is level, and add the small ball. I use this on the lesson when I teach Chapter 5 of *Roadcraft* using brakes, gears and acceleration. It helps to show balance and smoothness. Obviously if bends or junctions are taken too quickly the ball shoots off sideways. If harsh acceleration is used it comes off the back and harsh braking the front. If it becomes a distraction I remove it but it does get the point across.



The responsibility for learning and practice falls directly on the shoulders of the associate which is one of the reasons we recommend a week to two weeks between training sessions. But the programme of training and what and how the information is given to the associate is down to the individual tutor. I have used my experience to rewrite the Car Tutor's Guide for the group which has been reviewed and approved by the Car Training Officer and now available for all the group car tutors.

You may have heard of the feedback sandwich. It definitely has its merits. It's important to mention, however, that this method is not appropriate for all situations and, when misused, can often be ineffective and undermine your intentions. But it's true that, in many cases, there's value in pointing out what someone's done right, before pointing out what they've done wrong – and then ending on a positive note.

I use the adage, "I hear I forget, I see I remember, I do I understand, I reflect and I learn". I think it fits in perfectly with driving and riding tuition. Seeing a blank look on someone's face when you explain something is a give-away but showing them something and seeing the light-bulb moment is satisfying to a tutor. The fact they understand is highlighted when they do something well and giving feedback after an assessment or a training session helps the associate to reflect upon the session and learn. This can be given verbally but I always email a written report to the associate to give them the opportunity to reflect more than once. Having the associate compare a pre-test assessment report to the initial pre-course assessment helps show how their driving or riding has improved and in turn gives encouragement.

COAST TO COAST

MOTORCYCLE TOUR-PART ONE-JON TAYLOR

Day 1.

The meeting point was set as Mc Donald's on Bradford Road in Brighouse. Thirteen bikers met, including two just coming along for the days ride to Barrow in Furness. The sun was shining, and everybody was showing some degree of excitement. Bodies and bikes fuelled and ready to go, the organiser and leader, Dave Green, set off down the road with his pack towards Halifax.

Anybody who has been on one of the many organised bike social events will know the drop off system is used to ensure everybody knows where to go and deviation from the planned route is not made, resulting in people sat on junctions with their arms extended pointing in all directions, to the amusement of other road users!

Perhaps an oversight, but a slight detour in the centre of Halifax proved to test even the most seasoned drop off system warrior! But once all gathered up again by the designated person at the back, Tail End Charlie (TEC) Dave, led the group up Mount Tabor and into the wilds. Passing the home of the Cat's Eye inventor Percy Shaw, nobody blinked an eye or perhaps realised it at the time.



First stop the concrete egg! Pulling into the car park a police car was noticed, containing two constables enjoying a McDonalds. Some dialogue took place and it came to light they were investigating reports of stolen cars in the area. Onwards, upwards and downwards to the first stop for tea and cake in darkest Lancashire, at the Riverbank Tea Rooms, Slaidburn.

Popular with some of the group is green laneing, but the definition is not always clearly defined or understood to be what is actually presented! If green laneing is a bridleway with slippery moss in the middle or a thirty degree turn onto a nice bed of gravel on a slope you would have really enjoyed it.

As the miles were now mounting up it was time to refuel the bikes at Milnthorpe. Gone are the days of putting in a quid's worth to get you home. Some more green lanes and choice 'A' roads over to Grange-over-Sands for a spot of late lunch (cake by the ocean!).



A few more miles of 'A' roads through some quaint scenic villages and a stint of road pointing for 20 minutes or so. One of the road markers was in conversation with a motorist and forgot his task! No harm done due to modern technology and a savvy TEC (Cheers Andy).

It is easy after a long ride to lose one's self as to which way is east and west north and south. So the sun is in your eyes so the direction must be west, but who knows as it was a while since a road sign was seen and not everybody has GPS. Now a bit later than planned the next stop at Chester's by the River in Ambleside was not on as it shut at 4:00 pm. Some of the brave ventured into the local hotel to seek refreshments.

Now on the home run, on a rather narrow suitably surfaced single track, the first of Dave's challenges! A tattooed brute and his missus in their lane hugging, transit van. "You back up!" he said, "I can't mate, my bike is too heavy!". "Well put it in reverse then!", "I don't have a reverse!" "Well you shouldn't be riding then!!!". Common sense prevailed, as 10 other bikers joined the now standing queue of carbon dioxide belching steel stallions and the van slowly reversed under protest. No amount of thankyou's changed his expression of defeat or was it a prime example of a well slapped bottom.

The final stretch to Barrow along the coast road was quite spectacular as the sun was now dipping below the horizon. After checking in and a good shower, time to discuss the days events and how cool Clint Eastwood had been butting the transit man into submission.

Day 2.

Define a challenging road? You would really get your moneys worth with the Hardknott Pass!



Mumblings over breakfast showed some nervousness over what was to come during the jaunt over to Carlisle. But a stiff upper lip was to be the order of the day, no matter what! A varied selection of roads was ridden ending at the first stop of the day for more tea and cake, at the Woodlands Tea Rooms Stanton Bridge. As luck would have it parking even for bikes was a bit tight, under the trees and as refreshments were awaited, the local refuse lorry made an appearance. Sod's Law. So cake and tea left for the swarms of wasps to enjoy, bikes had to be moved.

Onwards now to the challenge of the whole trip. Into Eskdale past the hordes of strange older people in long shorts, big boots, bush hats and hiking sticks.

Tension was beginning to mount in the pack as one of the steepest roads in the UK came into sight. One in three in places, very sharp hairpin bends and a road surface any Yorkshire Town Council would have been proud of. Avoiding the potholes, piles of loose chippings and ripples of spread tarmac, the ascent was made with great care. Onto the Duddon Valley past the old roman fort where a feeling of achievement was felt by all. Now the descent! Twitchy bum time again; using a combination of brakes and engine brake (if you had any) we all got down in one piece and then onto the Wrynose Pass. Not such a challenge after Hardknott, but that said it had to be treated with respect.

Now for a well-deserved lunch at the Keswick Climbing Club and to discuss (and let go) the tensions of the passes. If you get annoyed at a snail's pace service, the Climbing Club is not the place for you. Like a sketch from Monty Python, the options were either bacon butty, bread with bacon or bacon with bread, all cooked individually over a tealight hob.

Time to get going again with a bit of trail riding through the deep gravel carpark to start with and past the miniature Stonehenge. Choice roads again with excellent views and a glimpse of the sea in the horizon. Parking on the sea wall carpark, Maryport and an ice cream for a change from cake with a cup of tea.

The day was now showing signs the night was coming as the weary travellers entered the carpark at the Premier Inn Carlisle. Aching bones were showered and a few well-deserved pints were consumed along with a special or two off the food menu. **To Be Continued...**



Reducing Casualties by stopping crashes- Mike Suggitt & Jon Taylor

Road safety conference held at the Guildhall in Hull on 27th September 2021. Annual event organized and directed by the Graham Feest Consultancy and opened with a welcome and introduction by Lynn Petrini, the Lord Mayor of Kingston upon Hull.

First of the speakers was Mike Yeomans, Director of Training UK Development. Mike was concerned with ergonomic design, bearing in mind that the human body is subject to serious injury at impact speeds in excess of 15 mph. A little tongue in cheek, Mike had an image of a human who might have evolved a form which could withstand impact at speed. It wasn't pretty! Mike went on to discuss definitions of the word 'crash' and the fact that many 'no injury' collisions ever get reported, so that no preventative actions (e.g. improvements to vehicles and/or roads) are ever taken in many cases. It was also suggested that as government revenue from ICE vehicles reduces with the introduction of electric vehicles, this would need to be replaced, possibly with the introduction of alternative means of taxing vehicles for road use.

Risk Based Road Safety Auditing

Following Mike was Stuart Kay, a Highway Safety Engineering Manager from Northamptonshire Highways dept. Stuart explained the process of carrying out a road safety audit using a case study from North Tyneside as an example. The whole process was explained in detail using the Highways Agency's standard. I have to say that as a retired (BSI qualified) Safety auditor, I found the boundaries between Audit, Inspection, Monitoring and Risk Assessment a little blurred, but had no doubt that the outcomes, in terms of improvements to the junction in question were valid.

Community Speed Watch

Following a welcome mid-morning break, the floor was passed to Chief Inspector James Glansfield from Humberside Police who works in a special operations unit leading specific projects. Three of these were mentioned: *Operation Hercules*, which involves police motorcyclists on unmarked bikes, visiting local biker cafes and other biker venues, to engage with and educate bikers with a view to reducing biker KSI incidents.

Operation Tramline is aimed at HGV drivers and involves police officers in a hired tractor unit, patrolling roads and port areas, checking for working hours, speeding and safe loads etc.

Operation Jingle is carried out in conjunction with Safer Roads Humberside and involves local community volunteers being empowered to take speeding motorists to task. Some 40 communities have taken part, with members of those communities being trained to use speed cameras and making them feel that they could make a difference. All places are where a 30mph speed restriction is in force and speeding had become an issue.

Despite the speed 'guns' being used to record speed and vehicle registration numbers; this information has not been used as a basis for prosecution. Instead repeat offenders are sent two warning letters, followed (where appropriate) by a home visit from a police officer. This operation has been seen as a great success with a reduction in speeding motorists from 6% to 4% at peak times in the zones being monitored.

When the worst Happens

Mike Malloy a partner from HCC Solicitors discussed the legal aspects resulting from loss of life or serious injury following an RTC. He explained why the whole process can take years to fully resolve such cases. This being generally due to the time taken by courts, police evidence and individual statements to sort and process.

Collisions and Incident investigations

Andrew Drewery, a road safety collision analyst consultant from 'Road Safety Smart' spoke about his work to underpin company safety cultures. He spoke briefly about the Highway Code and the 'new' amendments. He also mentioned several interesting facts and figures, e.g. that drug driving has recently increased by 400%, that collisions increased by 100% during the first two weeks after the clocks are put back by an hour. And that you are more likely to die in an RTC than you are to be murdered. A comforting thought indeed.

Hazard Perception as a tool for improving professional driver safety

Dr Vikki Kroll from Esitu Solutions Ltd spoke about hazard perception and how it could become a cognitive skill linked to collision avoidance. Several videos were shown involving street scenes and the audience was invited to say what had been noticed. This was a very interactive and interesting presentation. Vikki is based at Nottingham Trent University and is currently working on computer generated videos tailored to suit specific road users. Emergency Response vehicles/drivers being one such area.

New Insights into cycle safety

Irene McAleese CEO of SEE SENCE spoke about a project they had been involved with in Birmingham, partnered by RoSPA. Her company had produced a rear cycle light with built in sensors, which gathers information from cyclists regarding hazard spots, road surface mapping, changes of speed, and proximity of other vehicles. Details from the project were shared with the local authority with a view to making their roads safer for cyclists. Irene mentioned that in a recent survey, two thirds of adults felt that it is unsafe to ride a bicycle.

Ideas to Improve Road/Junction Safety

Peter Cattel is a senior solutions manager for Clearview Intelligence, a company established in 1974 with the intention of making the roads a safer place. He stated that 33% of all collisions happen at road junctions and that by simple hazard management this can be reduced by some 90% Peter described several projects where he had worked with local authorities, showing examples of problems solved by illuminated traffic signs initiated by sensors, also illuminated 'cats eyes' marking out difficult junctions, making easier to 'stay in lane' and avoid collisions.

The annual Road Safety Conference in Hull is planned and directed by Graham Feest and his executive assistant Victoria Palombo. It is a very worthwhile event for anyone concerned with road safety. Graham was guest speaker at our group meeting on 19th October.

Meet the Car & Motorcycle Tutor- Andy Richardson

I made a very quick entrance into this world when I was born on the bathroom floor of my parent's home in Swillington near Leeds in May 1964. I lived with them and my brother until I flew the nest at the age of 22. The area was quite rural and a lot of my friends had motor bikes for riding over the fields. I was only about ten years old when I acquired my first motorbike, a Honda CC50 and then progressed to a Suzuki TS 175 which never worked. I was always tinkering or doing something with the bike apart from riding it.

I left Garforth comprehensive school at the age of sixteen in 1980 with a few O levels, one of which was in motor vehicle maintenance. I managed to squeeze in a week working on a local farm before starting as an apprentice electrician at the Royal Ordnance Factory Barnbow in Leeds. After studying for four years at Kitson College, I passed my ONC technician course and became a qualified electrician in June 1984.

I was employed as an electrician in the Design and Development department where my first job was to provide support for a new vehicle for the Egyptian army. This meant I had to go to Egypt taking part in tank trials multiple times during 1984 and 1985.



Unfortunately I caught food poisoning and spent ten weeks in bed and lost 5 stone in weight.

In 1989, I decided to go into electrical design and became an electrical engineer, studying again, but this time at Leeds Metropolitan University. This took me a further six years on day release to complete a HNC and BENG Hons in electrical engineering. I worked as an engineer for twenty years before being made redundant when Barnbow closed.

The next phase of my working life was spent as a project manager on the railway network delivering plant and distribution renewals.

I bought my Kawaski ZZR600 in 1995 after graduation and still have it 26 years on. In fact I still have three of the eight motorcycles I have owned. I currently ride my BMW GS1250 TE and drive my VW Golf 1.5 TSi Evo SE Nav.



After forty years working, life is taking a little slower pace and I am catching up with my hobbies. Fishing, motorcycling and generally eating and drinking in good company. I also ride for Whiteknights Blood Bikes, but you will have hopefully read a previous article about my involvement with the charity.



Surprisingly, I have only ever had seven cars and eight motorcycles since I got my provisional license in 1980 as a sixteen year old and rode a Yamaha FS1E moped. At seventeen I progressed to a Suzuki X7 and passed my motorcycle test just three weeks later followed by my car test 3 month after that. All first time of course.

Whilst working at Barnbow, and as part of my job, I learned to drive Challenger tanks for the purpose of testing in various locations. In 1990 I took and passed my tank driving licence test, which was a bit daunting as it was for half a day in a Chieftain tank on public roads around Leyburn and Catterick.



I bought my Kawaski ZZR600 in 1995 after graduation and still have it 26 years on. In fact I still have three of the eight motorcycles I have owned. I currently ride my BMW GS1250 TE and drive my VW Golf 1.5 TSi Evo SE Nav.



I did come to realise all my friends had given up motorcycling and I was only doing about 200 miles a year. In 2013 I bumped into a couple of group members, at Squires cafe and they told me about ROSPA. This sparked my interest and I joined the group to become an advanced rider.

After undergoing my training and passing my advanced riding test, I then completed my advanced driver training and passed my advanced car test. I later became a group approved bike tutor and in 2017 a group approved car tutor. I have recently passed my Advanced Car Tutor Test so perhaps the next thing on the agenda should be the Advanced Motorcycle Tutor Test.

I have to add a note of gratitude to both the car and bike training officers and all the group tutors who have dedicated their time and knowledge to me since joining the group.

Advanced Drivers and Riders

Passed RoSPA Advanced Driving Test

GOLD

Jeff Boulton

Glyn Jones

Keith Tate

David McAuley

Group Approved Tutors

Jon Browne

Stephen Hobbs

Drivers

WYG-ROADAR Group annual subscriptions are due. Pay at or before the AGM to secure your discounted rate.

Passed RoSPA Advanced Motorcycle Test

GOLD

Ian Waterhouse

Dave Ashworth

Lewis MacDonald

Tony Williams

Giles Massey

Advanced Tutor

Jon Taylor

Riders

Faulty ADAS

Advanced drivers are fully aware that Advanced Driver Assistance Systems are not fool-proof and are only an aid, but can make driving safer. However drivers could be putting themselves and other road users at risk by relying on ADAS systems that are faulty or have been incorrectly calibrated.

Research conducted by *Autoglass* found that four in five drivers mistakenly expect to be warned by their vehicle when one of these on-board technologies is faulty.

ADAS technologies, which include safety features such as blind spot warning, parking sensors and lane keep assists, are found on more and more vehicles in the UK. They are increasingly relied upon for the safety of drivers and other road users. With a high percentage of drivers understanding that ADAS can help to reduce accidents, the research warns that drivers could be relying on their dashboard to tell them when something is wrong. However, ADAS technologies currently do not have the capability to alert the driver if they have not been correctly recalibrated or recalibrated at all. For example, following a windscreen replacement or if a minor accident has caused them to be knocked out of alignment.

The sweet smell of success - Martin Jones

An article in the October newsletter received from our Regional Co-ordinator, Lee Davies, struck alarm bells with me. It stated, "Lincolnshire Police and the Lincolnshire Road Safety Partnership are using air fresheners to encourage people to 'take responsibility for safer driving' as the nights get darker. The air fresheners, which are available to drivers for free as part of a new campaign, contain the slogan: 'Belt up. Hang up. Ease up'. The simple road safety message is designed to encourage drivers to pause for thought before they set off on their journey."

An internet search revealed the article was well reported in the local press in Lincolnshire and it was obvious the air fresheners would be hung from the rear view mirror in the car. You may remember the quiz I sent out during the lockdown had a question about the law in relation to obscuring the drivers view out of the windscreen. I also noted the article said, "The air fresheners are jasmine-scented, feature a red outline to represent a "stop" sign, and three icons representing each theme, along with the slogan."



I emailed the Lincolnshire police media department and gave them my concerns regarding the air fresheners obscuring the drivers view. I also pointed out that a red circle does not represent a STOP sign as they are octagonal. A police spokesperson did state, "Our air freshener campaign has been a great success so far with lots of positive engagement from the public who are taking the opportunity to pick one up, and hopefully as a result, be mindful of the road safety message they feature. We are now taking the opportunity to remind people to display these safely in their vehicle thanks to a helpful prompt to include a reminder from a member of RoSPA."

Whilst the articles in the press could not be changed, Lincolnshire Police did amend their website to say the air fresheners should be safely displayed and the red circle represents a speed sign.

I also contacted the Lincolnshire Road Safety Partnership and was told my email did highlight it would be beneficial to liaise with more professional people with practical knowledge prior to commencing campaigns of this nature. I was offered this task but directed them to RoSPA HQ and the Lincolnshire Advanced Drivers and Riders

Although the article did state air fresheners can be collected from the police stations in Boston, Grantham, Skegness, South Park, Gainsborough, Horncastle, Spalding, Stamford and Louth, I did call in at Horncastle police station but it was closed until the following Monday! Unfortunately a sign of the times.