

# **ROSPA**

## **Advanced Drivers and Riders**

### **West Yorkshire**



# **Drivers**



**Meet The Tutor**

**New Highway Code Rules**



**Tiger or Parallel crossing**

# **Torque**

## **Spring 2022**



**SPRING 2022**

## From the Editor

### **Happy New Year!**

Two years since the pandemic started and it has been a devastating time for many. The group has survived and driving tuition is back in full swing. The motorcycle section open training and events also commence their programme for 2022 this month and the calendar is on our website.

RoSPA Head Office has been affected, with communication at times being very difficult. We did get to meet their team in the latest Care on the Road. January always seems to cause problems for members not realising subscriptions for the group have to be paid. There is a full breakdown of the group and member subs and how to apply for your driving or riding test on page 7.

The group committee have not been idle and there is an update on the back page with some important news, and a feature on page 3 from our secretary, Nigel Storey. One of our group founder members, Bob Joyner, gives us an insight into his history in a meet the tutor article on page 9.

The second part of the motorcycle section coast to coast trip is on page 5 and a big thanks to regular contributor Dave Robertshaw who is as enthusiastic about writing about cars as he is testing them.

I would like to hear from you about anything you think group members would be interested to read. You can email articles to me at:

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

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

**22-03-22      Andrew Drewary - Road Safety Smart**

**19-04-22      Vikii Kroll - Esitu Solutions**

**24-05-22      Angela Vyas - Yorkshire Air Ambulance**

I am looking for members who attend the meetings to write about the presentation. Please let me know if you are able to assist or if you wish to suggest a guest speaker.

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

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

[chair@wyg-roadar.org.uk](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.



**Martin Jones (Editor)**

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

## **2022 Committee**

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

## Meet the Group

### Secretary

#### Nigel Storey



Building upon words spoken at our recent AGM, I fill in more of my background and what makes me tick as Nigel and as secretary.

I've been secretary for 2 years having done similar roles before in different organisations. However skills and experience gained over many years from an electronics engineering profession allow me to (sometimes imperfectly) support your committee by recording actions and decisions and then primarily working with Peter Stirk manage a spreadsheet with membership details. I have a hope to promote our group and objectives maybe building upon work done by Martin with our web site. I field the online contact queries that come our way and it's of interest to learn how others get to learn of our group.

I'm still learning more about the most effective use of the Mailchimp mailing program where we can inform members of subscriptions due, occasional newsletters and hopefully promotion of our regular meetings as we are able to meet. It keeps the brain going as even after 2 post grad qualifications, there is still scope for learning.



The engineering started through working in telecoms design at the great General Electric Company in Coventry who sponsored me through college which allowed financing of a Hillman Super Minx as a means of transport. This built upon riding experiences on moped and CD 175 Hondas. The SS50 moped was 'modified' to mount fixed footpegs rather than the wobbly items. This necessitated the carrying of a spanner to remove these should I have had to revert to cranked pedals to demonstrate to 'authorities' successful vehicle movement by pedalling as rules in those days demanded. The bike test was passed in the days when the examiner stepped out in front of (hopefully) the (correct) bike and demanded a stop. My wife says I have a strange sense of humour- exemplified by wondering how many were injured by stepping out in front of the wrong bike. Maybe this story is embellished.

This mechanical meddling still continues now- alongside a soldering iron- engineering is interesting even if there is much in my current hybrid car which is software. This car provides a mode whereby even when moving at speed the engine is automatically stopped and clutch disconnected from the transmission, the motor is off (and may or not be in regenerative mode to charge a high voltage battery) and so gives a different (negligible) experience of engine braking. This can occur during deceleration or on a motorway on a downhill gradient. This seems to me to be close to coasting out of gear- mindful of Roadcraft policies. Then again does anyone remember the East German Wartburg Knight 2 stroke car with a freewheel (to ensure the engine did not seize on a long downhill stretch) which truly was coasting. We had a yellow one in our family.

From past professional (i.e. when get paid for doing it) precision/factual engineering I have a life contrast in being led into completing qualifications in counselling in 2020 which again occupied my brain and also provided skills I use when volunteering for Homestart. [www.home-start.org.uk/home-start-wakefield-district.](http://www.home-start.org.uk/home-start-wakefield-district)

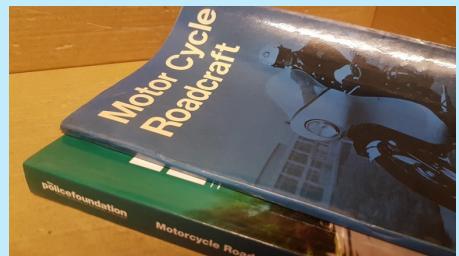
From Coventry I returned to my Yorkshire home area continuing electronics design and management- the last being automotive electronics from the perspective of Tyre Pressure Monitoring test devices. It is explainable why tyre monitoring can give spurious failure indications, but we must acknowledge that defective tyres/ pressures are disastrous to road safety. Then work moved into (after a part time PGCE) to teaching engineering in colleges together with their management.



Now I teach GCSE maths part time at a local school (on a small group or 1 to 1 basis) which gives me some structure to a semi retired week and again keeps some brain cells happy. It is not just knowing how to e.g. use the quadratic formula but being able to try and see what's going on in a young person's head and life. Some are disengaged and I try to resolve.

Much time is taken up with steward/ worship leader at my local Methodist church and also supervising and training safeguarding for the group of 30 churches. This uses a spreadsheet to maintain training records and DBS status- I use common tools/techniques

between this and our RoADAR records. It was my minister who, as well as guiding me on my Christian path, introduced me to RoADAR where I gained car passes. Despite having bike lessons on my current 650cc steed, I've lost a little confidence- especially slow speed riding- but hope to take this back up again in the future.



*My early and much thinner version of Motorcycle Roadcraft*

Back to cars and driving: I value my night vision and am especially appreciative of the auto dimming rear view mirror feature (how many cars do you see with misadjusted headlights? Not surprising when you need a miniature hand to replace lamps these days and they can 'fit in' more than 1 way- soap box over). The Hillman from 40 years ago had a feature whereby the dash lights could easily be turned off/down to allow eyes to accustom to low light levels. Also even the main beam warning light had 2 brilliance settings. How cool was that. To dim the dash on my current car, I have to negotiate multilevels through a menu!

Other cars have involved Cavalier, Astra, Corsa (my son learnt to drive in this), Scorpio (I never found it ugly- we had the estate), Avensis, Mercedes C.

A very early memory of driving would be pre-teenager and driving a Sunbeam Talbot round garages with my father walking alongside carrying a pair of electrical wire cutters which were holding the wire carrying the ignition feed so he could stop the car if it got out of control.

So Nigel has contrasting sides between engineering and precision (even if sorry I'm reluctant to trust garages unless forced) and the softer people side. I give some of my time and these abilities to RoADAR. Given my age, some vehicle references above might bring back memories for you, they certainly did for me. % of my family love steam locomotives and trains. That's real living engineering!

If you watch (any old) films and would like to track the cars seen in these then follow this link to the Internet Movie Car Database:

<https://www.imcdb.org/>

A contrast to the new Highway Code (and false information) can be watched here:

<https://youtu.be/u5FNN516d5Y>

where modern cars appear to all be Morris Minors and there was much by way of hand signals.



## Polestar 2 - Dave Robertshaw

Previous articles on electric cars in Torque have focussed on very useful considerations such as running costs, range, what they're like to live with and the relative merits of owning an electric car vs. a traditional fossil fuelled equivalent. This one will focus on what electric cars have to offer the car enthusiast, dare I say it... the petrolhead.

I've mixed feelings on electric cars. Living near the Leeds ring road with two young children, I strongly believe we need to do something about air quality in urban areas. Electric cars are unquestionably a very good solution to this issue, although I'm sceptical about the wider environmental merits some commentators attribute to electric vehicles. That electricity has to come from somewhere... and what will a surge in electric car ownership mean to the rare minerals that have to be mined for their batteries? I'm yet to read a convincing answer to these questions.

However, the reality is that we'll not be able to buy a new petrol or diesel car in the UK from 2030 onwards and I was keen to find out what this would mean for people like me who love the sound and soul of an internal combustion powered car.

So onto the subject of this review; the Polestar 2. Those of you who know cars may be familiar with Polestar as the performance variant of various Volvos over the last decade or so. Polestar is now the electric offshoot of Volvo and a brand in its own right. The Polestar 2 is a premium hatch of about Jaguar I-Pace size, intended as a direct rival to the Jaguar and also the Tesla Model 3 and Audi E-Tron.

Basic facts? List price is £39,900-£52,900 and there are different motor and drive configurations which give varying degrees of range depending on whether you've selected two or four wheel drive. I drove a higher spec Pilot Plus model with a range of 270-290 miles and the additional performance pack, which gives 402bhp and 0-60 in 4.5 seconds.

Suddenly electric cars begin to sound a bit more interesting.

First impressions were good. The car was finished to a high standard and the interior quality is up there with the Polestar's premium rivals. Like a Tesla, a tablet style screen dominates the centre console. Google supply the software which features voice activation and I was surprised by how effectively this worked.



I get in and go through the cockpit drill, familiarising myself with the wheel mounted buttons in the process. A bit fiddly those. Aside from the tablet dash, it all feels very normal. That is until I switch it on and there's silence. Ready to go then I guess. I select drive with the chunky gear selector and ease out of the car park onto Polestar's sat nav programmed route. Again, it all feels very normal indeed. As I cruise slowly out of the business park it reminds me a bit of an old Jaguar as it silently creeps along.

Reaching the first set of traffic lights I decide to try the one pedal driving. This is where you lift your foot off the accelerator to engage regenerative braking. The car then uses its own kinetic energy to slow and converts the car's speed into energy back to the battery.

For the driver this essentially means you seldom have to use the brake pedal, as lifting your foot off the accelerator has a significant braking effect. After a few miles I had this down to a fine art and wasn't needing the brake pedal on approaches to traffic lights or give way junctions. If you're any good at acceleration sense in a conventional car, you'll feel very much at home with one pedal driving. And yes it does operate the brake lights.

Out on the open road now and it's clear this thing is fast. Very fast. Probably far faster than anyone needs to be honest. The kick is instant unlike in most internal combustion cars. Polestar have tuned the handling to suit the performance too. The ride is firmer than I expected and there is loads of grip. You'd have to be doing something very silly indeed to significantly upset the Polestar when cornering. Out of the twisty stuff and into a cruise now. The Polestar is in its stride here, silently covering ground at 60mph and I can see this would make an excellent, very comfortable motorway car. I'm impressed. The Polestar is easy to drive, fast and a decent cruiser. But is it fun though?

Well... I carefully reverse the car back into its charging station and get back into my Mini Cooper S for the journey home. A journey which takes in many of the lovely flowing A-Roads I've just driven in the Polestar. And I realise I'm grinning without even thinking about it as the Mini's supercharger spools and whines and the steering tells me exactly what's happening on each of the bends. I think I've just realised the missing element.

But change is afoot. And ultimately our family car will be electric in a few years' time. Having driven the Polestar though, this isn't a change that worries me anymore. Yes the Petrolhead future is quieter, more isolated from the elements and probably a bit soulless. But that could be said of a lot of internal combustion cars currently on the market. From a driving perspective, electric cars are reassuringly 'normal'. And that's fine with me. Plus I'll have a Mini in the garage for occasional reminders of how things used to be.



# COAST TO COAST

MOTORCYCLE TOUR-PART TWO-JON TAYLOR

You may remember from the last issue, our motorcycle section had a four-day social ride from coast to coast in the Northenly parts of England, and we left them at the Premier Inn at Carlisle at the end of day two. The trip continues...

## Day 3.

The forecast was a bit undecided, so the weather made its mind up to drizzle, the stuff which soaks the unseasoned biker through. But now heading north of the border, what more would you expect. It's not Scotland if it's not raining. The scenery now changed, wide open sweeping roads and on the pace (where safe to do so).

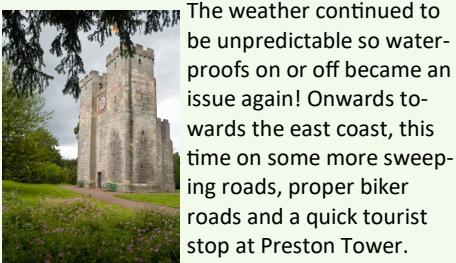
First stop of the day at the Out There Artisan, Ancrum. A very picturesque, very Scottish group of buildings. Heavy chocolate Rolo and chocolate strawberry slices were the temptation of the day with an Americano. How much? Bloody Hell! You can take the man out of Yorkshire etc...

More nice choice roads and it was starting to brighten up a little as Jim Clark's Museum was passed and onto the fuel stop in Duns.



Time now for some Scottish green lanes, through some remote farmyards and heavily wooded sections. If manure worked on motorbikes, they would have all grown a few inches. A few major decisions had to be made now! Get too hot and keep dry or shed a waterproof layer, keep cooler but run the chance of a soaking! Daddy or chips!

Taking a chance of a soaking, more nice, 'A' roads and the lunch stop at Maelmin, Wooler was reached. Soup or a good selection of food with home-made chips was on offer.



The weather continued to be unpredictable so waterproofs on or off became an issue again! Onwards towards the east coast, this time on some more sweeping roads, proper biker roads and a quick tourist stop at Preston Tower.



The upper-class golfers in the Alnmouth Old Club House looked shocked as the eleven unwashed Gortex clad gentiles pulled up outside and took over their private carpark and expected to be served refreshments and use the facilities.

For anyone who has not been through Alnmwick, it is a highly recommended place to visit, Durham, York & Chester all rolled into one. All gathered up again after negotiating the busy town, the undulating roads over the moors were sampled. Just for a change, a detour took the group along a gravel path and to a closed steel gate passed a Hari Krishna revival party.

Through some more farmyards and onto the main roads again, arriving at Newcastle Airport before the 18:15 flight from Alicante. Checked in and suitably clothed, time for reflection and swapping of old biker stories. I was that fast in the rain at Donnington, only Ron Haslem passed me!

## Day 4.

Aching and a bit saddle weary the eleven now became nine as some of the group had to take their leave for matters outside of enjoying oneself riding, eating more cake, and drinking more tea. More choice roads and onto the County Aycliff Village Café.



Working the roads downwards in a southerly direction towards home, fuel was taken onboard for the final leg at Stokesley. More choice bikers' roads and on to the final refreshment stop at Abbey Tea Rooms at Rosedale. (Above)

The weather forecast was as unpredictable as ever, warning of heavy precipitation, so full wet clothing was worn in what turned out to be a warm and dry spell.



Not all the bikers made the last leg home on two wheels. Ellen Clayton suffered a puncture to the rear tyre of her machine. Car drivers may not be aware, but some motorcyclists carry a puncture repair kit for events such as this. In simple terms, the hole in the tyre is plugged with a rubber bung to form a seal. Valiant attempts to plug the tyre by other group members were all in vain as the tyre already had an inner tube. The motorcycle and rider were recovered by the fourth emergency service.

As Wetherby Services was reached, some sadness was felt as the 4-day trip was now at an end and those young enough to be still working, had to head home, and be prepared for the Monday morning blues.

If you want to join any of the group social rides or training days, or have suggestions for routes, contact the motorcycle training officer or any of the bike tutors.



## Eyesight and Hearing-Are you fit to drive or ride?

**Hopefully**, we all conduct checks using the I AM SAFE acronym but is your eyesight up to the standard required for driving a car or riding a motorcycle on the road? I have been using reading glasses since my mid-forties and more recently wear spectacles for driving. I can still read a number plate at the required 20metre distance without them, but I find they help to sharpen up signs in the distance. I now have an annual eyesight test and my optician has never said I should notify DVLA. Group tutors, training officers and examiners conduct eyesight tests on new members and those applying for test in the usual manner of being able to read a number plate at 20metres with or without spectacles. Short sightedness is myopia and affects 1 in 3 people in the UK. Short sightedness, long sightedness and being colour blind are not notifiable to DVLA providing the test of reading a number plate at 20meters with or without spectacles or contact lenses can be achieved. However, if you find it necessary to wear spectacles or contact lenses to do this then you should use them all the time whilst driving. If you do have to wear glasses for driving, you should notify DVLA, and your licence will have the category **01** next to all the classes of vehicle you are entitled to drive.



There are higher standards for the eyesight of bus and lorry drivers and visual acuity is measured using the Snellen scale. A Snellen test usually consists of a number of rows of letters which get smaller as you read down the chart. On the Snellen scale, normal visual acuity is called 6/6, which corresponds to the bottom or second bottom line of the chart. If you can only read the top line of the chart, then this would be written as 6/60. This means you can see at 6 metres what someone with standard vision could see from 60metres away.

The figures 6/60 or 3/60 are how the result of a Snellen test are written. The first number given is the distance in metres from the chart you sit when you read it. Usually this is a 6 (for 6metres) but would be 3 if you were to sit closer to the chart (3metres away).

The second number corresponds to the number of lines that you can read on the chart. The biggest letters, on the top line, correspond to 60. As you read down the chart, this number gets smaller as it corresponds to the lines with smaller letters. Someone with standard vision can read towards the bottom of the chart. Standard vision can be referred to 6/6 vision.

For example, if the second line of the chart was marked as the 36 line, a person with standard vision (6/6) would be able to read this line on the chart when it was 36 metres away.

However, if you had a Snellen score of 6 / 36, you would only be able to read the same line at 6 metres away. In other words, you need to be much closer to the chart to be able to read it. Generally, the larger the second number is, the worse your sight is.

Having just reached pension age, it appears things are starting to fall apart. I am sure many of us suffer from the TV not being loud enough or perhaps a bit of selective deafness with the other half, but after a recent ear infection causing a perforated eardrum in my left ear, I succumbed to a hearing test. It transpired I also had noise damage to my right ear resulting in the wearing of hearing aids. With the volume controlled from an App on my phone, I now choose who I wish to ignore.

Hearing loss affects approximately 9 million people in the UK, and if they so wish they can learn to drive and pass their test. Research conducted shows those who are deaf do not cause more traffic accidents than those who can hear perfectly. Those who have a hearing disability employ the use of their other senses to ensure that they are vigilant on the road for their own safety and the safety of others.

Can deaf people drive? The DVLA allows it. Whilst you do not need to tell the DVLA if you are deaf with a car or motorcycle licence, you must tell the DVLA if you are deaf if you would like to have a bus, coach, or lorry licence. It is vital that you inform the DVLA in this instance because you could face up to a £1,000 fine if you do not and your hearing disability causes an accident because of this.

If my body was a car, I would be trading it in for a newer model. I've got bumps, dents, scratches & my headlights are out of focus. My gearbox is seizing up & it takes me hours to reach maximum speed. I overheat for no reason and every time I sneeze, cough or laugh either my radiator leaks or my exhaust backfires!



# Let's Get it Right

## The RoSPA Advanced Drivers and Riders Test and Membership

### What you need to know.



**There always** seems to be a lot of confusion, especially at this time of year, regarding membership of RoSPA and the West Yorkshire Group and application for tests. Let's try and clear things up.

The West Yorkshire Group is accredited by RoSPA and as such is a separate group and charity. Annual membership is £20 and runs from 1<sup>st</sup> January to 31<sup>st</sup> December. If you are renewing your group membership and pay at or before the AGM held in January, the fee will be reduced by 20% so you will pay £16. Membership of our group entitles you to tuition and improver sessions, attendance of the group meetings and receiving a copy of the group magazine, "**Torque**". You will be sent a reminder and details of how to pay are on our website under the membership section. You can of course join our group at any time during the year and if you join after 21<sup>st</sup> September then your membership will run for 15 months to the end of December the following year. These annual subscriptions to our group are important so why not set up a standing order or annual transfer to ensure you receive the discount.

When you are ready to take a test, you can make application to RoSPA Advanced Drivers and Riders ([www.roadar.org](http://www.roadar.org)) to become a member, complete the application for the test and pay them the appropriate fee. Your tutor will be happy to help you with this. Your membership starts on the day you make the application and covers your first year of membership. This payment entitles you to a free advanced driving or riding test, "**Care on the Road**" bi-monthly magazine and access to the RoSPA member benefits platform where you can receive discounts. It is important you ensure you pay your annual subscription to RoSPA Advanced Drivers and Riders, as while ever you are a member, you will be able to have a free triennial retest. Automatic reminders are sent by email about a month before the due date but remember to check your spam folder. You should also ensure you make application for your retest at the appropriate time.

On receiving a test application Head Office staff will enter the details onto the Electronic Booking System (EBS) and allocate it to the appropriate Regional

Senior Examiner (RSE), who will allocate the test to the Examiner they consider most appropriate to conduct it.

The Examiner will then contact the candidate, generally by telephone or e-mail and make a mutually convenient appointment to conduct the test. If you have not heard from the examiner within two weeks, then you should contact RoSPA Head Office and a member of the team will be happy to follow this up for you.

Following completion of a test the Examiner will complete the test report electronically. Head Office will send your test report and certificate to you by email but if you have any problems, you should contact them.

You can email them at [furtherinfo@roadar.org](mailto:furtherinfo@roadar.org) or you can ring them on 0121 2482099

RoSPA Head Office  
28 Calthorpe Road  
Edgbaston  
Birmingham  
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### HIGHWAY CODE Changes 2022

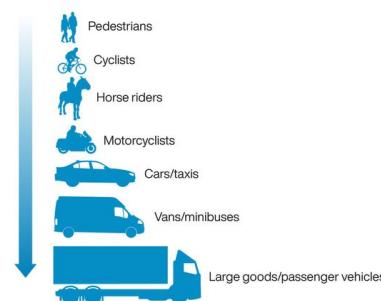
As advanced drivers and riders, we know full well we are always learning, and the changes to the Highway Code should be no exception. I am sure you will all relish looking at the new edition to see what changes have been made and they will be available from the group once it goes into print sometime this Spring. It does seem the Department for Transport have had to spell things out for some road users, which to most of us are common sense.

Some are simple word changes to clear up any ambiguity, others are new, such as not stopping or parking in the emergency areas of a motorway except in an emergency. Learner drivers can of course now drive on a motorway providing the vehicle displays 'L' plates and the driver is accompanied by a DVSA approved driving instructor and the car has dual controls. However, the government have highlighted 8 changes you need to know from 29<sup>th</sup> January 2022.

1. Hierarchy of road users
2. People crossing the road at junctions
3. Walking, cycling or riding in shared spaces
4. Position in the road when cycling
5. Overtaking when driving or cycling
6. People cycling at junctions
7. People cycling, riding a horse and driving horse-drawn vehicles at roundabouts
8. Parking, charging and leaving vehicles

#### Highway Code: new hierarchy of road users

Road users who can do the greatest harm have the greatest responsibility to reduce the danger or threat they may pose to other road users



There are many more changes, and as the printed version is not due out until later this spring, I have added a link on the Welcome page of our group website which covers all the changes to the Highway Code. [www.wyg-roadar.org.uk](http://www.wyg-roadar.org.uk)

# ABCD

Above and Beyond the Call of Duty

## A Fairy Tale by Martin Jones

Just before Christmas 2020 during the lockdown, my wife and I had a conversation about advanced driving. Linda had seen me working away on the laptop, seeking out and putting together articles for Torque and having Zoom and WhatsApp meetings with fellow tutors during the lockdown. She knew I had just become a member of the group committee, so I was even more involved with the group, but she knows my passion is tutoring group members. I fully appreciated the group decision not to conduct driver training for the sake of safety because of the COVID pandemic but there was one person upon who I could continue to use my skills. I was either very brave or stupid.

Linda agreed to allow me to tutor her in the art of advanced driving. Just to put this into perspective, she joined the police cadets at the same time as I did but she couldn't wait for the police to teach her to drive so paid for driving lessons. She did take her driving test but failed on the first attempt.

As cadets we were very poorly paid. A bit like an apprentices wage at the time and we earned about £30 a month, which is equivalent to £350 today, and we were engaged to be married, so saving for the event was a priority.



Linda had a 70cc Honda Chaly as a means of transport and I had a Lambretta Li 150cc scooter, so paying for driving lessons had to go on the back burner.



In May of 1974, at 18 ½ years of age, I was fortunate to be allocated a five-week standard driving course and passed my driving test at the end of it. Linda and I broke into our wedding savings the same day and bought my dad's car, a Mark 1 Ford Cortina 1300 in burgundy. At £100 it was a bargain and probably the only car upon which I have ever made a profit. I was allowed £200 in part exchange for a new Mini 15 months later. We decided between us it would be wise, and a money saving exercise, for me to continue Linda's driving instruction. After all she would soon become a police officer and the police would definitely send her on a driving course. At that time anyone with a full licence could supervise a provisional licence holder so after exchanging my provisional licence and pass certificate for a full licence and with 'L' plates on the Cortina, we were ready to start the next phase of Linda's training.

Linda already had the basics of steering, clutch control and gear changing and her knowledge of the Highway Code and using a vehicle on the road were good, but it was not the way I had been taught by the police. Unfortunately, Linda was posted to Millgarth in the centre of Leeds and the beats there were predominately foot patrols. I am sure some of you will remember the times when actual police officers were seen walking the beat. It was almost three years before she was allocated a driving course, but we made effective use of the time, with her driving almost every day and the 'L' plates lived on the Cortina until we bought our new Mini in 1975.

She drove that for the next 18 months under my supervision and when she eventually had her driving course in April 1977. My training had helped as the instructor was going to cut the course down to three weeks from five but that would only have left an empty seat in the car, and she had been written off from patrol duties for the five weeks. Needless to say, she passed the test at the end with flying colours and was given a full driving licence and a permit to drive panda cars and the divisional van. She did drive police vehicles for the next three years until leaving the service when our first son was born in 1980.

Linda probably drove the family car more than I did and when we needed a second car, she had a variety of her own and she loved to drive the motorhome we had for a few years. She did express an interest in towing our caravan, but apart from the odd hour on an airfield out of harm's way, she never has done.

The advanced driving lessons have never materialised, which is probably for the best and in the interest of marital harmony or maybe she didn't want me telling her what to do and me being in the right. Perhaps one day!



## Meet The Car Tutor- Bob Joyner

At four years old I caused my mother to panic when I got lost in a big department store, although the staff soon found me furiously driving up and down the isles in a kid's pedal car.

As a teenager I cycled to school five miles daily. There were few cars around in the early 1960s and school cycling proficiency classes (along with bicycle helmets) had not been invented.

Graduating with Royal Society of Arts certificates, I started work as a 9-5pm clerk for a company that leased cars to Lyons Bakery and Brook Bond Tea sales representatives dealing with the mundane job of paperwork requests for new tyres and such like (remember, it was back in the day before micro-chip laptops; goodness me we still had steam-engine railways!).

After a few weeks settling into the new job the manager called me into his office enquiring whether I was interested in boosting my wages (around £5 a week in those days, although petrol was only today's equivalent of 6 pence a litre), by driving in the evenings after work, up to London's Hyde Park underground garage (where they had been filming scenes for a 'James Bond' film), delivering/exchanging brand-new column gear change Ford Zodiac's, long stick-shift Anglia's and other 1960s era marques. Wow, life became suddenly grown-up and exciting for a 'just' seventeen-year-old who rode into work on a vespa motor-scooter! Helmet-less I might add, although wearing one became mandatory a year or so later.



My world had quickly morphed into a dream job, and I was a smitten car geek. During my first few years, I had driven Austin A40's, 1800's, Vauxhall Vectra's, Victor's Cresta's etc (see these cars, known as 'Classics,' go to 'Bangers for Cash' on Dave TV).



Come the 1970s I met my wife Linda, who wanted me to teach her to drive and said afterwards that I had loads of patience whilst teaching her, "why not become a driving instructor?" So, I signed up with a local driving school and became a qualified ADI in 1976. A year later we had a daughter (care of Basildon Hospital) and a couple of years after that moved to be with family in Pontefract.

I had always strived to improve my driving skills and in August 1983 took and passed my first RoSPA Advanced driving test with examiner Sergeant Ray Ham who was a W.Y. Police Instructor at Crofton Police Driving School. Such bliss, until the Coal Miners' strike 1984-1985 when the local economy dived, and few people could afford driving lessons. During this time, I passed the 'Special Driving Test' for ADIs at the Examiners' Training Establishment, Cardington, Bedfordshire. Then I studied for a year at Leeds University and passed my Diploma in Driving Instruction (five modules) becoming a DIAMond Examiner, Advanced Driving.



By this time, we also had two sons to clothe, feed and keep a roof over their heads. Sole trader self-employment for those who haven't tried it, is a stressful rollercoaster living, having good times and bad, mostly without holidays. However, things improved when I passed my LGV test (formerly known as HGV) in October 1991 and began weekend lorry driving to improve my family's standard of living. Driving articulated lorries (Class 1 Vocational licence) from Regional Distribution Centres to Supermarkets on Saturdays and Sundays was brilliant, mainly because of wages paid at time and a half and double time, respectively. Receiving a secure regular income together with paid holidays took a lot of pressure off me because I could choose between providing quality before quantity driving lessons and didn't have to let pupils badger me into letting them take the driving test before they were 'Test-ready.'

I passed my triennial re-test in 1993 with our WYG President, Inspector Kevin Sharp and thanks to him, together with our first Training Officer Keith Bamford RIP, went on to gain the coveted Diploma and the Edexcel BTEC Defensive Driving level 3 certificate.

In 1996 I became a freelance DVSA approved 'Fleet ADI' (specialising in ECO Defensive driving courses with clients such as the Army, British Telecom, Royal Mail to name but a few), which as I got busier led to my gradually passing the Driving School over to my daughter who at the time, was the youngest ADI in Pontefract. Now the new and first ever driving 'Theory Test' (on paper at the time) was announced, and I was approached by The Kings High School to organise with the help of two teachers, an extra-curricular course which I designed and was commended for called "Drive Wyse," presented to pupils of Year 11 during the academic year 1996-97.

At the beginning of the Millennium, we moved to Perth, as my daughter married a Scots guardsman in the Army chapel at Edinburgh Castle, a proud and fairy-tale like moment in our lives. And for almost five years I was based at Glenalmond College (no mobile phone signal) as the northernmost Fleet trainer. During the snowy winters of 2006 I have fond memories of driving back from work in my trusty Hyundai V6 2.7 litre Coupe through places like Balmoral and Braemar's Edin Prairie, where I put to good use my previous experience as a 'Skid-Car' skidding control instructor at Rufforth Airfield, York. A bit like 'Rallying' motorsport, but on snow and ice!

On several occasions, when presenting courses to clients I had to cross the sea to the Orkneys on a ferry a couple of times (the swell where the North Sea meets the Atlantic Ocean is notorious for sea sickness), and once flew there after driving an hour south down to Edinburgh Airport only to fly north back past my home.

During this time, I became a 'born-again' motorcyclist (mid-life crisis) riding the Highlands and Islands, such as Bealach na Ba' a mountain pass, single track road with hair-pin corners zig-zagging the Applecross peninsula, all with idyllic scenery and history lessons on our doorstep.

Returning to live in England (family needs) was quite a shock because I had become accustomed to the tranquillity and serenity of rural Scotland (only 10 per cent of UK traffic for starters).

As part of my continuing professional competence, I added First Aid and Fire Warden certificates to the 14 RoSPA triennial re-tests and once more passed the DIAMond Advanced Motorist 'Elite' Test in November 2019.

Post covid May 2021, I felt the country's need to help clear the backlog of DfT car driving tests and so re-started my driving school to do my bit helping candidates take and pass their long-awaited driving tests!

## Advanced Drivers and Riders

**Passed RoSPA Advanced Driving Test**



**Gold**

**Charlie Asquith**

**Andy Twaites**



**Silver**

**Suhail Iqbal**



**Drivers**

**Passed RoSPA Advanced Motorcycle Test**

**NO TESTS TAKEN**

### Job Vacancy

Are you outgoing and personable with time on your hands and willing to give up countless hours for no pay and sometimes very little thanks? Then this could be just the job for you!

West Yorkshire RoSPA Advanced Drivers and Riders are looking for a replacement group chairperson to assist with the running of the group. This should be someone who can demonstrate a strong understanding and commitment of our aims and objectives. You would become the main point of contact for our group and be responsible for group meetings, including booking the guest speakers and the hall, as well as chair of the committee meetings. You would also be the main contact for RoSPA head office. If you want more details or are interested in being proposed for the job, contact Mike Suggitt [chair@wyg-roadar.org.uk](mailto:chair@wyg-roadar.org.uk)

### WYG-RoADAR Committee



During 2021, the committee met nine times via Zoom and had their first meeting in person in December. In order to reward committee members for their loyalty and representation of the group it was decided they will not pay annual group subscriptions for the year after serving. The committee also decided that life members who have no requirement to pay subscriptions will be those who have paid group subscriptions for fifteen years.

In the early part of the year a suggestion was made to make improvements to the website in the hope of attracting a more diverse membership. A sub-committee was formed to look at this and the new look website went live in August and will now be regularly updated. The Facebook page is being used more and members are encouraged to use it for items relating to the group.

All clothing bearing the old group logo has now been changed to the new logo with approval given to purchase high-vis vests for the motorcyclists and car tutors. Mugs bearing the group logo were given to those members attending the group meetings during October and November with the last few given out at the AGM.



The committee ensured Covid Guidance Rules were sent out as they were updated by the government and agreed that tutors should be skill-checked before training sessions recommenced. The committee voted for the standard for group approved tutors to also include those members who have either silver or gold grades to fall in line with RoSPA guidance.

As the group funds are very healthy, it was suggested they could be put to good use for the benefit of members. A sub-committee was formed to look at the best use of group funds to support members and ideas are still being sought. If you have any suggestions, please contact the secretary.

The latest Roadcraft was published in October 2020. If you wish to purchase one from the group at cost price of £12 please see either of the training officers.

A full members check is in the process of being carried out to ensure contact details are up to date and we are fully compliant with GDPR. The Annual General Meeting held in January and attended by 34 members and 3 guests, saw the 2021 members of the committee voted back on to form this years committee.

Our Chairman, Mike Suggitt, gave the committee notice that he intends to give up his post at the end of the year, having held the post since 2014. We thank him for his service.

If you have suggestions for the committee, wish to raise anything for the agenda, or wish to see the committee meeting minutes you are encouraged to contact the secretary.