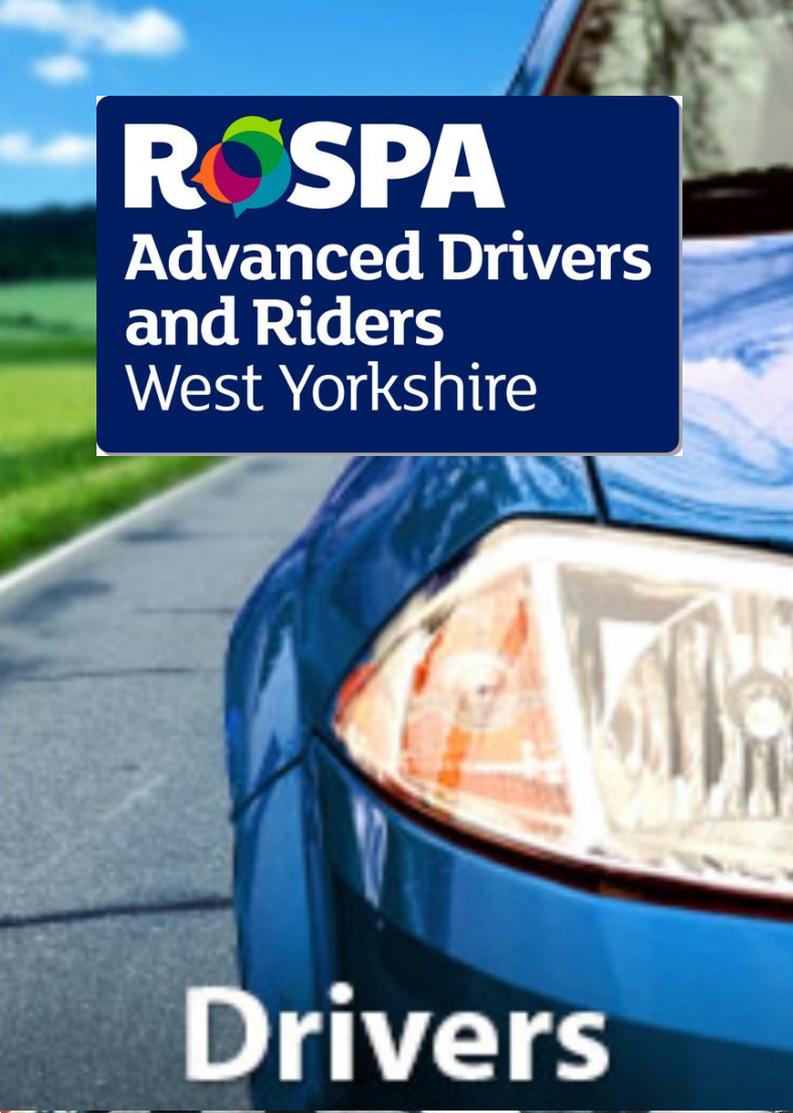


The ROSPA logo features the letters 'RO' in a stylized font with a colorful circular graphic behind them, followed by 'SPA' in a bold, white, sans-serif font.

**Advanced Drivers
and Riders
West Yorkshire**

A close-up photograph of the front left headlight of a blue car. The headlight is illuminated, showing its internal components. The car's body is a vibrant blue. The background is a blurred outdoor setting.

Drivers

Torque

Summer 2022

A photograph of a flock of sheep walking across a narrow, paved road in a rural area. The road is flanked by green grass and hedges. The sky is blue with some light clouds.

MYSTERY TOUR
Limited Spaces



Female Police Motorcyclists



Riders

From the Editor

The photo on the front cover of this edition is a bit of a clue to an event due to take place on Sunday 10th July which is open to all members. This should hopefully help to integrate the car and motorcycle members in a social, fun and quite unusual way. It has been advertised on our Facebook Page but for more details and how to take part see page 8.

The motorcycle section are now in full swing with their first open training day held on 5th March, seeing 13 tutors and 12 associates or improvers in attendance and even the weather was kind to them. Their fortnightly open training days and programme of events are also well under way and a social ride took place over the first weekend in May with a four day venture into Wales with more rides planned during the summer.

We have another feature from Dave Robertshaw on page 5 with his views of the Evo Triangle, which is a must read if you are heading to Wales. There is also a special article about him on page 8.

You can meet our Treasurer and Car Tutor, Peter Stirk on page 3 and Advanced Bike Tutor Jon Taylor on page 9. Jon has also written a summary of a group presentation from Clearview Intelligence on page 7. There is our usual roundup of Advanced Test passes and what the committee have been up to on page 10.

After reading an article on another group Facebook page about the first policewoman motorcyclist, I was prompted into doing a bit more research. Ex-colleague, Karen Wicks, is the officer on the front cover, so after a couple of interesting conversations with both her and Sheila Cass-Tingle, I wrote the article on page 6.

You can email articles to 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.

21-06-22 Leeds Safer Roads Vision 2040

26-07-22 Lee Davies—Regional Coordinator

August No Meeting

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



Martin Jones (Editor)

torque@wyg-roadar.org.uk

2022 Committee

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

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

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

chair@wyg-roadar.org.uk



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



As previously reported, the group committee did appoint three members as a sub-committee to discuss how to spend some of the group funds so members would benefit. One of the ideas was for tutors to attend a coaching course. This was swiftly arranged by Dave Green with thirty tutors attending one of the two half day courses, in March and April. These were run by Ross Coulter and held at the Miners Welfare Hall at Garforth.

We know that Tutors should be readily able to adapt their teaching style to accommodate the needs of



the associate or member, be motivated, enthusiastic, have excellent interpersonal skills and be readily able to adapt their teaching style to accommodate the needs of the person they are tutoring. They are given the title of tutor because tutoring is the hybrid of teaching, coaching, and mentoring because it involves imparting knowledge and wisdom to students, coaching them to reach their full potential and sharing specific personal experiences with them so they can grow as advanced drivers or riders.

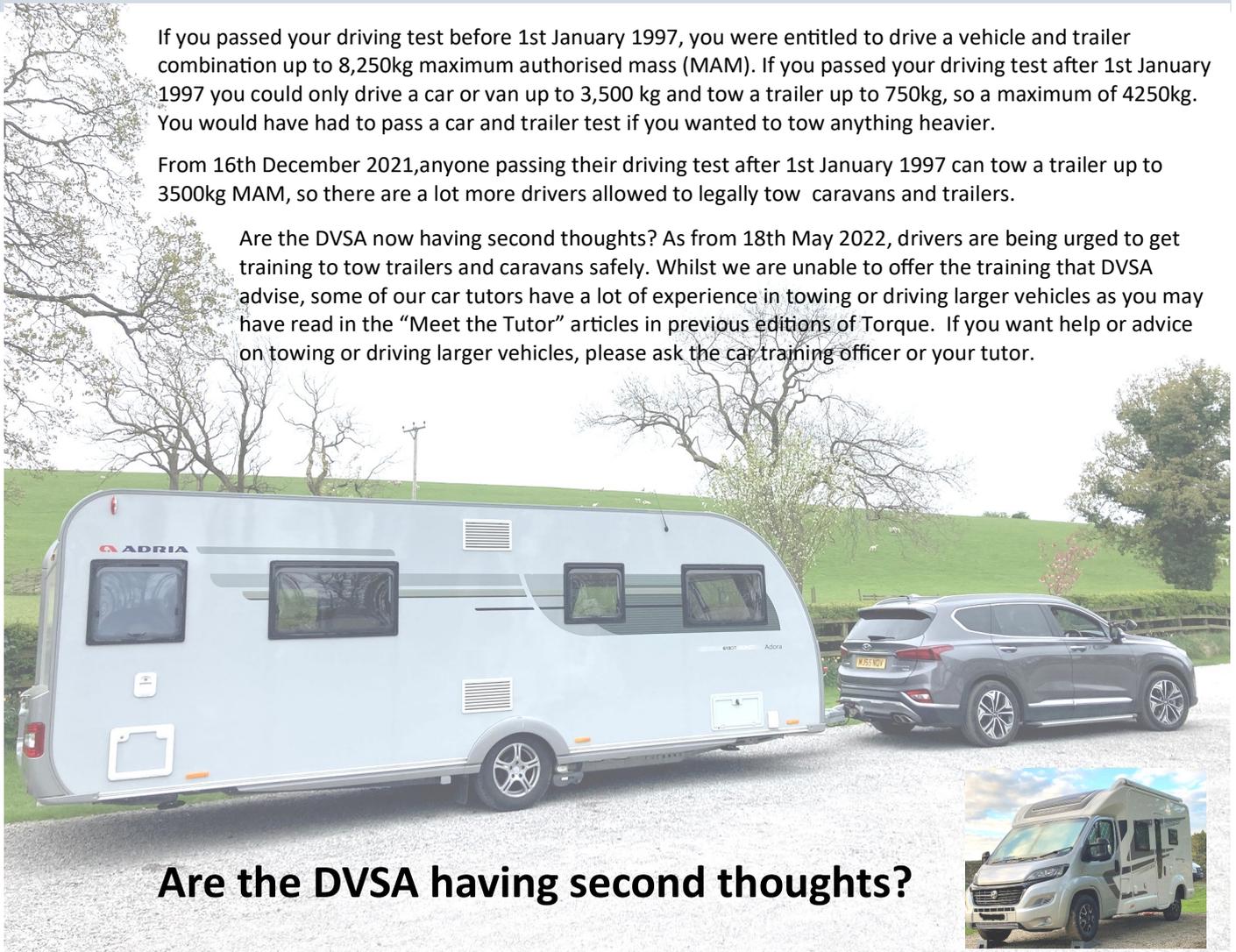
Ross covered the coaching part of a tutor's role which may not have been fully understood by every tutor and for those that did, then this served as a good reminder. Coaching is fundamentally about helping people reach their potential by allowing them to recognise the things that hold them back and by helping them discover ways around them. The benefits of asking open questions using 5WH, What, Where, Why, When, Who and How were highlighted. Using the GROW coaching model, Goal, Reality, Options and Way forward should help tutors realise the potential of their trainees.

Dave did send out a questionnaire to all attendees and received lots of positive feedback. One comment referred to seeing if tutors do actually change their approach to tutoring and if the associates notice any difference. Perhaps some tutors are already coaching but the course may make them more aware of this skill in their role. The consensus was it was a worthwhile exercise and group funds well spent for the benefit of all members.

If you passed your driving test before 1st January 1997, you were entitled to drive a vehicle and trailer combination up to 8,250kg maximum authorised mass (MAM). If you passed your driving test after 1st January 1997 you could only drive a car or van up to 3,500 kg and tow a trailer up to 750kg, so a maximum of 4250kg. You would have had to pass a car and trailer test if you wanted to tow anything heavier.

From 16th December 2021, anyone passing their driving test after 1st January 1997 can tow a trailer up to 3500kg MAM, so there are a lot more drivers allowed to legally tow caravans and trailers.

Are the DVSA now having second thoughts? As from 18th May 2022, drivers are being urged to get training to tow trailers and caravans safely. Whilst we are unable to offer the training that DVSA advise, some of our car tutors have a lot of experience in towing or driving larger vehicles as you may have read in the "Meet the Tutor" articles in previous editions of Torque. If you want help or advice on towing or driving larger vehicles, please ask the car training officer or your tutor.



Are the DVSA having second thoughts?



I'd sat behind the Volkswagen camper at 30 mph for what seemed like an age, the rain was falling hard and I'd just hit the most brutal cattlegrid I've ever experienced. This wasn't the best start to what I'd been promised would be one of the greatest driving routes in North Wales.

I'd first heard of the 'Evo Triangle' about a year previously and had been intending to give it a go ever since. However it wasn't until now that I'd had the opportunity to do so. The planets had finally aligned providing me with a free morning when I was in the area and in a car that would get the most out of the roads (my Mini Cooper S). Unfortunately they hadn't aligned quite enough to get some decent weather or roads free of slow moving campers.

The Evo Triangle is a 20 mile route around some of the best roads in North Wales, so called because it's apparently Evo Magazine's preferred route when testing models back to back for the magazine. The 'official' start of the route is in Cerrigydrudion, taking the A5 West. From the A5 you take the A543 just before Pentrefoelas and head

North, before turning onto the B4501 and head South past Llyn Brenig back into Cerrigydrudion to where you started. A near perfect triangle.

My Evo Triangle experience started at the top on the B4501 as I hit *that* cattlegrid while stuck behind the struggling camper. After a couple of meandering bends the road opened into a long straight with excellent visibility. It was deserted. I dropped the Mini into third and overtook the VeeDub, cruising along the now undulating straight at 60mph, forests to the right and a lovely view of the Llyn Brenig reservoir to my left. The rain had stopped and the sky was showing signs of brightening.

Past Llyn Brenig visitor's centre and the road became a lot more technical. The gradient and variety of bends made this a complex stretch of road and I found myself constantly adjusting my speed to the varying limit point as I threaded the Mini down towards the 30 signs which signalled my arrival into Cerrigydrudion. In comparison to the B4501, the A5 couldn't be any different. This is a wide and mostly straight A-road and it wasn't long until I was turning onto the A543

and heading back uphill.

The A543: what a road. This was without doubt my favourite side of the triangle, with short straight sections punctuated by fantastic sweeping bends which roll over the contours of the hills. I stuck the Mini in third for most of this stretch, enjoying the supercharged kick on the straights, while trying to keep my control of the throttle as smooth as possible on the bends. The sun was now out and I hadn't seen any traffic since that camper.

Reaching the top of the hill and through the final few bends I realised I was nearly back to where I'd started. I turned back onto the B5401 and stopped at the Llyn Brenig Visitor's centre for a decent lunch (recommended – good value too).

Heading back on the also empty A544 towards the North Wales Expressway, I reflected on what a great driving experience the morning had been. It's often said that North Wales has some of the best driving/riding roads in the country and from my experience of the Evo Triangle I'd very much agree.



The Evo Triangle Dave Robertshaw





Female Police Motorcyclists

North Yorkshire Police formed an off-road motorcycle team in 2020 to combat crime in those out of the way locations and deter cross-border criminality. They recruited the specialist skills of a three times dirt bike champion, PC Ellie Cooke, who is thought to be the only female off-road police motorcyclist. However female police officers riding motorcycles is not such a new idea.

During WW1 women did lots of jobs previously reserved for men. The idea of a female police constable was unheard of until then, when there was a severe shortage of policemen. The Women's Police Volunteers (WPV) was founded in 1914 by Nina Boyle and Margaret Damer Dawson and it was staffed by volunteers.

In 1915 the WPV was renamed the Women's Police Service with Dawson at the head. In August that year, 38-year-old Edith Smith, who had previously been a volunteer, was appointed the first woman police constable in England with full power of arrest and a wage of 28 shillings a week (£1.40). **(Below)**



Her duties were to deal with cases where women were involved and she was particularly concerned with trying to reduce the number of prostitutes in Grantham who were attracted there by the nearby army base. In April 1917 this was raised to £2 10 shillings (£2.50 a week). This was more than the oldest male police constable in the force because her "duties were most onerous" and considered that she was also a qualified nurse.

In 1916, PC Smith cautioned 100 wayward girls in larceny cases and 16 women and 15 girls who had been found to be drunk. Ten prostitutes were convicted, 10 were handed over to their parents and 50 were cautioned. Smith travelled around Britain giving talks about women's policing at conferences and writing pamphlets. The legitimacy of policewomen was often questioned during the First World War due to their blurred status and limited powers. Their role was left in the hands of individual chief constables leading to extreme conservatism in some areas and to daring innovations in others.



Woman Police Constable Rosa Rouse, of Gloucestershire Constabulary, was the first woman police officer to ride a motorcycle on duty. She can be seen above in 1928 astride a Raleigh 250cc. Nottingham based Raleigh were active in long distance trials during the 1920s with their products earning a fine reputation for reliability and robustness which assisted their sales. This attractive little side valve single is typical of their product range. Raleigh was one of the first manufacturers to adopt a saddle tank, setting their machines apart from their rivals with fresh, modern styling.

A bit nearer to home and before the arrival of the Panda Car, Leeds City Police did use Velocette motorcycles (Noddy Bikes) and Lambretta Scooters for patrol duties. The scooters were specifically for Policewomen as they allowed easy access and were much more dignified. They were not issued with any protective clothing other than a helmet and gauntlets and they did actually ride them wearing skirts, stockings, and suspenders, as tights did not become popular until the 1970s. The female officer in the photo opposite, is Sheila Cass-Tingle, who I have contacted about this quite unusual way of policing.



Sheila joined Leeds City Police in 1965 and after passing her motorcycle test the following year, patrolled on the Lambretta 125cc scooter. There were two of these based at each of the five outer police stations in Leeds for the sole use of policewomen as well as the "Noddy Bikes" for use by the male officers. Sheila also told me she left quite a bit of her skin and blood on the roads around Leeds when attempting to lean the scooter into corners.



Ten years after Sheila was patrolling the streets of Leeds on her scooter, came along PC Karen Wicks (*above and front cover*). A life-long biker, she successfully passed the advanced police motorcycle course in 1978 and was posted to Leeds. There were a lot of hoops for her to jump through during her service and much to her disgust she was allocated a 750cc bike, whereas the male officers rode 1100cc BMWs. Karen is a strong-willed woman, and that issue was soon rectified. Karen has toured all over Europe and also raced 80cc motorcycles in competitions. She retired after 26 years' police service and now lives in rural Lincolnshire with her four motorcycles, one of which is a Honda CB750K2 which she bought new in 1975. You can read more about Karen at <https://www.bikesure.co.uk/forever-bikes/karens-love-for-honda/>



Peter Cattell of Clearview Intelligence was guest speaker at our February meeting. Jon Taylor gives us a brief insight into the presentation.

Peter Cattell gave an interesting look at what Clearview Intelligence have to offer in the way of making the roads a safer place for all. He commenced with a power point presentation giving some case studies Clearview have been involved with.

The A702 runs from Edinburgh to St. John's Town of Dalry in Dumfries and Galloway with the village of Coulter roughly halfway between the two. Travelling through Coulter on the A702 involves crossing a bridge with a narrow carriageway. There is a sharp bend at the bridge with a side road joining the A702 shortly after.



This road layout means there is a high risk of collisions. Incidents and damage to the bridge structure were becoming commonplace. Clearview Intelligence worked with the local authorities to develop a bespoke solution to the issues faced on Coulter Bridge.

Using their established vehicle count and classification system they developed a solution that detects and classifies vehicles as they approach the bridge as well as determining their speed. Dynamic warning signs were deployed ahead of the bridge to provide drivers with specific warnings, oncoming vehicle in middle of road, road narrows etc.

The next case study was the A75 Stranraer to Gretna Green road shown above. This is the main route from northern England to the ferry port servicing Northern Ireland. The concerns of the local authorities were that very heavy and light traffic came in waves between ferry sailing times.

Over 1.5m vehicles use the A75 each year (200,000 plus are Heavy Goods Vehicles). Because of the high numbers of vehicles using the road, the aim of Transport Scotland was not only to ensure road safety for drivers but also pedestrians in the towns and villages which the road passes through. Clearview Intelligence were consulted to conduct speed surveys at twelve locations along the A75. It was found that speeding was at unacceptable levels, not only by cars but also heavy goods vehicles. A solution was sought to encourage speed limit compliance and change driver behaviour.

The solution was not an easy one due to cars and HGVs having different maximum speed limits. As static signs were being missed or ignored, illuminating signs were installed along the A75 with vehicle detection and real time displays. Illuminating as the vehicle approached and then switching off as they passed.

Peter had brought with him several solar powered illuminating road studs and went on to explain how these were beneficial. As most people will know, the standard glass road studs only light up when a vehicle's headlights illuminate them. On a very twisty rural road with no streetlights, the solar powered lights greatly improve driver awareness as to where the road is going.



Clearview also offer several hardwired illuminating road studs, which can be triggered by traffic lights. Peter showed a video of a particular complicated set of road junctions, where the road studs illuminate the dividing lanes when the traffic lights change. This ensures that vehicles keep in their lanes and do not turn off too soon or too late.

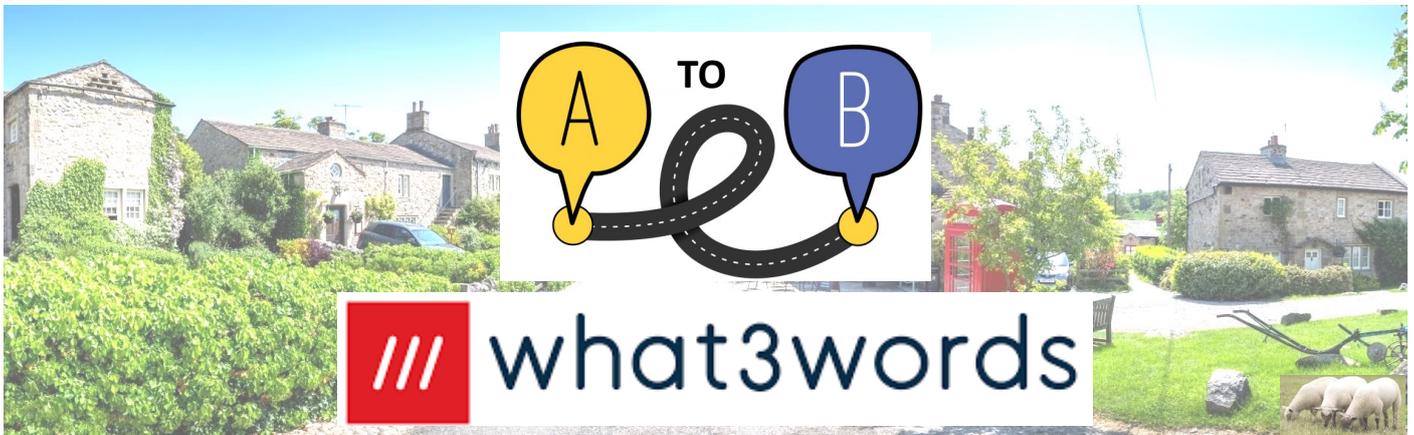


Recapping on the presentation, Peter gave an informative speech which was well received by all those present. Although cost always has a key part to play in all road planning/safety, can a cost be put on keeping all road users safe.

You can find out more information at www.clearview-intelligence.com



Peter Cattell (pictured left) kindly presented group member Charlie Asquith with his Gold certificate for recently passing his RoSPA Advanced Driving Test.



Mystery Tour Sunday 10th July 2022

Calling all drivers and riders. Why not join us on a mystery tour for both cars and motorcycles?

You will need the  what3words App installed on your phone plus a Sat-Nav or Map or a good sense of direction as well as fuel in your vehicle. As our members are spread far and wide across the county, your start point will be from home or wherever you are at the time. It is therefore difficult to say what the distance will be to the meeting point or how long it will take, but to give you an idea, this first stage is less than 50 miles to the west of the centre of Leeds and the whole route will return in an easterly direction.

On the morning of the event you will be sent a text with a  what3words location. You should make your way there by whatever route you wish, to arrive not later than 1330hrs to ensure you have your lunch. The next and subsequent locations will also use  what3words and will be given to you prior to leaving each location. The final stage will be completed by 1900hrs.

Please note that numbers for this event are limited so it must be on a first come basis. The cost is £10 per person to cover the lunch and to be paid in advance. **The closing date for payment is 30th June 2022.** You can email me for further details on how to pay torque@wyg-roadar.org.uk

Improvers and Refreshers



The pandemic caused much disruption in the world and training within our group was no exception. Driving and riding tests were postponed and some memberships to both our group and RoADAR lapsed. Car training suffered most because of the proximity of tutor to associate or member.

Our group does offer refresher sessions to those members who are already advanced drivers or riders and improver sessions for those who wish to achieve a higher grade. If you wish to avail yourself of this free to group member service, please contact the car or bike training officer or the tutor who trained you initially. We carry out training using Roadcraft and The Highway Code, so it is important you are fully aware of their content.

Critical and honest self-awareness are one of the qualities of a safe and competent driver/rider. You will learn by training, practice, feedback, and experience. Documents for the vehicle and your licence must be produced and an eyesight test will be conducted before training can take place.

All electric Mini Cooper by Dave Robertshaw

(Dave had to eat some Haribo Tangfastics before writing this review.)



I can't remember the last time I had this much fun in a car. I can actually, it was the last one I owned, and perhaps the one before that. This Mini is red. I like red cars they are my favourite. In fact any colour is my favourite. Its not very big but it is a Mini.

I think it cost about three pounds or nineteen pounds. I don't really know but it was probably a lot of money and I don't get much money to spend on cars. Thinking about it I do actually. I am always buying cars.

I didn't go far in this one cos the battery run out and I had to pick it up and put it in the boot of a bigger car and take it home and plug it in and then it was charged up and then I could drive it again.

I had sausages for tea.





Motorcycles have always been a big part of my life, starting with a Lambretta 150 that cost the grand sum of £3.20 when I was eleven, then a Honda C50, Honda C90 etc. The local pit land and stack providing the location to ride and enjoy the thrill. I bought my first road legal motorcycle with the dole money (£50) I got from leaving school to starting work, a 1961 Triumph Tiger Cub. Before getting it on the road I needed transport, as the daily commute via the loser cruiser was a pain in the rear and bought a Honda CD175 (£45) which was already taxed and MOT'd.



My guiding light, my big brother's instructions were, just take it easy on the throttle and don't hit anything. He watched me ride up and down the road and that was it! On my return from "Mike Hailwooding" it around Thornhill and Whitley, I noticed my work boots were wet! The fork seals had gone! Bike test next; just ride around the block and I will watch you and beware I will jump

out on you for the emergency stop! Job done! That was the way it was in 1981.

I remember a few issues with the Honda, one being a bit of a weave with a mate on the back on an adverse camber righthander. The bridging piece between the two swinging arm tubes had fallen victim to the dreaded rust mites. Steve Rhodes (Bike Breaker) helped with another for £15. I also bought some nice Dunstall copy megaphone exhaust pipes, which the chrome lasted one wash and started to rust but sounded amazing. Sounding like a Manx Norton on full bore, the CD's swan song ended abruptly, dropping down to the Three Nuns at Cooper Bridge, when the cam chain came apart!

International rescue was called from an old school phone box and the CD was man-handled into the back of my brother's Mk II Cortina. A replacement engine was procured (£30) costing me a week's wage, so no pub that week and no keep for Mum!

The CD was still my daily hack, but the Tiger Cub was now on the road, but I did not like how the exhaust pipe used to glow red. So, I swopped it for a Yamaha YR5 350, which wasn't a total success. I remember consulting my brother as to why the bike was not running smoothly and there were little grey balls in the spark plugs. Bob rebuilt the engine, I got the tank resprayed bright yellow, fitted a 2/4 racing seat and Micron expansion pipes.

The preverbal dog's do-berries. A new Honda CX 500 followed from Eddie's, then Uncle Don sold me a Yamaha RD350 LC, still on an apprentice's wage, royal bank of Mum helped with the loans.



A guy at work (Andy Mann) told me about a car he was selling. A deal was struck, with my electric guitar, amplifier and £50, providing me with a roof and four wheels. The 1962 Ford Anglia provided me with a passion wagon and hours of fun changing engines, gearboxes, axles, and welding practise. It

ended its life with a Cortina 1.5 L engine, new wings, doors, and a fine glossy sky-blue paint job, just like Mr Potter's. It was stolen from the car park at work. Which looking back, was perhaps a blessing, no seat belts, tip forward front seats with no latches and a nice shiny metal dashboard. It had a habit of going sideways when pushed into corners, but sadly the Carlos Fandango extra wide wheels were never fitted. I passed my driving test in 1982 which was not much harder than the bike test.

My brother was still production racing at this point so the LC was sold to help him bribe Uncle Don to sell him a crated YPVS so he could race in the new Marlborough Clubman's Championship. He came third that year and I was starting to settle down so car sharing and working overtime became the priority. Fast tracking, my son's interest in motorbikes helped rekindle the passion and we joint owned a Montesa trial bike. After a space of about 15 years a guy at work was selling a Kawasaki ZX600R and I managed to secure a deal. I had a few ride outs with Bob and his mates and soon realised I was out of my comfort zone.

Like too many of us, I looked for training after having an accident; dodgy overtake on a lorry with a car turning right just in front of it! I joined York Institute of Advanced Motorists (IAM) and tested the most patient of Tutors they had to the limit. I could just not get it, how to make my bike go around a corner, I was dire. I remember having a Senior and a Tutor taking me out and me leaving my bike parked up while the Tutor insisted I ride pillion, to prove to me once and for all a motorbike when leaned would go around a corner and not fall over!

IAM test passed I was encouraged to continue training by the examiner (Thank you Dudley), and I joined RoSPA with another defector from York Advanced Motorcyclists. Not being a fast learner, I passed at silver first and then gold and went on to become a group approved tutor then advanced tutor. I have always been grateful to those tutors along the way for helping me get to where I am now and try my best to put something back.

Unfortunately, I am still not in the same league as my brother and his mates, so maybe I need to go production racing next!

Advanced Drivers and Riders

Passed RoSPA Advanced Driving Test

Advanced Tutor Triennial Re-test

Martin Jones

Group Approved Tutor

George Black

David McAulay

Gold

Glenn Binns

James Peckett

Nick Saddington

George Black

Silver

Stuart Pickersgill

Drivers

Passed RoSPA Advanced Motorcycle Test

Advanced Tutor Triennial Re-test

Colin Clark

Gold

Lee Wilson

Stewart Leahy

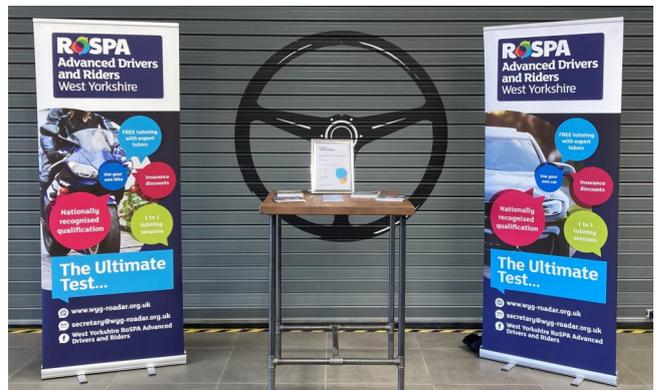
Riders

WYG-RoADAR Committee



The Committee met in person in March and meetings were carried out on Zoom in April and May. The tutors coaching courses, funded by the group, were held on 19th March and 2nd April and attended by 30 car and motorcycle tutors. See article on page 4.

Funding was approved to purchase two new roller banners and leaflets to promote the group at events. These have now been made and being used. A couple of committee members and a car member attended a Coffee and Cars meet at The Motorist to promote our group and leaflets have been given to motorcycle dealers. If you have any suggestions or wish to represent the group at events please let us know.



The latest Highway Code was published in April and the committee decided to purchase 100. These were primarily for tutors and for any new associates. However all those members attending the April group meeting were given a copy.

Purchase of training aids for the car tutors was approved by the committee in February. A plug-in digital speedo, interior suction mirror, dummy steering wheel and a magnetic sign (picture below), Know your Road Signs and Driving the Essential Skills books were distributed to all car tutors.

Driver under Tuition

www.wyg-roadar.org.uk

As well as looking for a new chairman for next year, Group Treasurer, Peter Stirk also gave notice of his intention to stand down from the role. Motorcycle Tutor, Steve Annakin, has volunteered his services and will work with Peter for the time being and eventually take over the role. If you wish to raise a matter with the committee please contact our secretary, Nigel Storey. secretary@wyg-roadar.org.uk