

**R<sup>OSPA</sup>**

**Advanced Drivers  
and Riders  
West Yorkshire**



**NC 500 in BMW  
Drivers**

# Torque

Winter 2022



**ANNUAL SUBS DUE NOW**



**Hosepipe Ban**



Remembering Douglas

**Riders**



## From the Editor

Autumn means shorter days and colder and longer nights but we end up in a drought. Unlike many drivers, I wash my own car and have found it to be a bit of a pain having to rinse it with a watering can. I normally use a trigger spray on the hosepipe, so I am sure I am not wasting water. As I write this, it is pouring with rain outside, but rules are rules. Lets hope the winter months replenish the reservoirs.

Dave Robertshaw writes nearly as many articles as I do, and a report from him about a drive on the NC500 is on page 3 and 4. Three of us joined our car training officer for a training day and visited a private motorcycle collection. You can read about our day out on page 5. There is a breakdown of the results of the member survey on page 4 and its all change for the committee next year so if you are interested in becoming part of our merry band and feel you may be able to help in the running of the group, please let one of the committee know as soon as possible.

With a number of tests undertaken recently, there have been some excellent results which you can find on page 10.

As previously announced, our chairman, Mike Suggitt, has decided to step down from the role in 2023 and he reflects on his time with the group on page 6. I am sure you all wish him the best of luck in the future and thank him for his service.

You can email articles to [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.**

**December—No meeting**

**January 17th 2023—AGM**

**February—To be confirmed**

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.

## WINTER 2022



**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>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>Jon Taylor</b>
<b>Member</b>	<b>Andy Twaites</b>

There are Vacancies so please contact the secretary if you are interested.

*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](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.

## Old BMWs Around the NC 500

Dave Robertshaw



It wasn't the most confidence inspiring start. Less than five minutes into a 1400-mile trip and I was sat awaiting a gap in the Leeds Ring Road traffic with smoke coming from the kidney grilles of my old BMW. That I knew the source of the smoke did little to allay my nerves. A week or so before, the car had developed a minor oil leak, something that I've since learned old BMWs are very good at. It was only leaking a couple of drips every few days, but unfortunately these tended to land on something hot. Hence the smoky start if the car had been parked a while.

But let's rewind a bit; what is the NC500 and why was I planning on driving around it? Well, the NC500 aka North Coast 500 is a popular route around the perimeter of Northern Scotland, starting in Inverness, heading up to John O'Groats from where it turns west along the top of the country, before weaving its way South towards Ullapool, Gairloch, Applecross and back along to Inverness. I had been planning to do this route with a similarly car-minded friend for some time. In fact, it was originally planned as his 40<sup>th</sup> birthday celebration, but for various reason (including the obvious) he was actually 42 before we finally set off.

Purely by chance, it also transpired we had acquired the same car for the trip (see, I told you we were like-minded), both having chosen BMW E46 coupes; mine in 4-cylinder manual form, his a 6-cylinder 330 auto in sought after 'Clubsport' spec. A nice comparison from both ends of the range.

Back to my smoky start in Leeds. Finding a gap, I accelerated onto the ring road and relaxed a bit as the oily smell quickly subsided. Our meeting point was to be Inverness and aside from the most appalling piece of driving I've witnessed from a professional driver for some time just outside of Glasgow, it was an uneventful trip. The final few hours on the A9 in particular were especially relaxing as the BMW cruised along happily and my confidence in the car began to increase as each mile on the odometer ticked over. With the first 400 miles complete, I met my friend in Inverness and we had a pleasant evening catching up over a very decent meal.

Come the morning and we were ready to hit the road. First stop was a fuel fill-up and then a drive along a coastal route towards Wick and John O'Groats. The sun was shining, and we made good time to Wick, where we had some lunch, before a brief stop at John O' Groats. From there we took a detour to Dunnet Head (the most northerly point of Great Britain, with some great costal views on the route up), before arriving in the sleepy hamlet of Bettyhill for our overnight stop. So far, the roads had been mostly two lanes, however we knew that day two would bring some more challenging single-track roads.

We awoke to a very wet morning and hit the soaked roads cautiously as the single-track lanes commenced just past Bettyhill. We were driving outside peak season on weekdays, so the route was very quiet, however I can imagine it's much busier during summer/holiday

periods and would expect progress to be a lot slower than we enjoyed. We did encounter a handful of camper vans, however all the camper drivers (and indeed all drivers of slower moving vehicles) gave way to us in the passing places, as did we when faster, usually local, drivers caught up with us. Eventually we arrived at Durness and took a left turn down towards Ullapool, where the roads widened again. In fact, parts of this stretch included some engaging roads and the two E46s came into their own as they smoothly covered the tarmac, entertaining both drivers in the process.

We had lunch and a re-fuel in Ullapool before setting off in worsening weather for Gairloch, our stop for the night. What followed was the most challenging 90 minutes of driving either of us had experienced in a long while. Conditions were atrocious, with driving rain reducing visibility as the daylight faded and standing water making for very treacherous surface conditions, not helped by a minority of drivers not content to slow down and drive to the inclement weather conditions. We were both pleased to arrive at our hotel in Gairloch unscathed.

By morning, the storm had passed and we were able to admire the now mirror-flat sea on the bay around Gairloch, as we drove towards the pretty village of Applecross and up onto the infamous Applecross pass, where the mist was beginning to descend. Unfortunately, this wasn't the only mist descending. The atmosphere in my E46 had become distinctly 'oily' after the first few hundred metres of climbing and I decided to slow and let the 330 roar past. I continued to crawl up the pass, hoping the car would hold out. The engine temperature was fine, and it was running ok with no dash warning lights, so I continued up to the summit where visibility was unfortunately down to 50 metres or so, denying us sight of the view from the top. The oily smell persisted as I rolled down the other side of the pass and gently nursed the E46 into the Kyle of Lochalsh where we were reunited with the 330 in the car park of the local Co-Op. We had lunch and I carried out a few checks on my car. Everything seemed fine, so I can only guess the increased heat generated as the engine worked hard going up the pass was enough to burn a bit more previously leaked oil off the engine block. Old cars...

*Continued...*



The more observant of you might have noticed that we've deviated a bit from the NC500 route here. This was because we were keen to see the turntable ferry that runs between Glenelg on the Scottish Mainland and Kylerhea on the Isle of Skye.



The ferry's name is quite literal because it features a turntable on the deck, enabling vehicles to board and disembark without reversing. We drove onto Skye and along a narrow, very winding single-track road down to Kylerhea and the ferry just in time to meet the MV Glenachulish as she alighted at the jetty. I was quite surprised to note the turntable was operated by hand with vehicles and passengers in situ and we enjoyed an uneventful five-minute crossing back onto the mainland.

The drive back towards the official NC500 route, Inverness, and our final stop in Aviemore was a mix of narrow single-track roads and the most amazing wide sweeping A-roads, with nothing but the occasional logging lorry on the horizon. I

really enjoyed these roads and the scenery which was a mix of forest interspersed with the occasional Loch. Arriving safely in Aviemore we celebrated a successful circuit of the NC500, and spent the evening comparing notes on the journey, the driving and the cars that had taken us safely around.



The following morning Aviemore was able to provide two tanks of our preferred E5 Super Unleaded for the trip back and the weather remained good as we headed south, the 330 eventually giving a friendly toot of the horn as it turned back towards its home in Liverpool, and I pointed my car towards Leeds.

Final stats showed that I had covered just shy of 1400 miles at 39mpg, not bad for a 15-year-old car (I suspect the 330's mpg figure was a good bit lower!). And that oil leak? Well, it didn't release another drop until about 4 weeks later; I needn't have worried after all.

## Group Meetings

Your committee had discussions about the monthly group meetings held at Garforth Miners Welfare Hall and as a result a questionnaire was sent by email to all the group members who have agreed to be contacted. Disappointingly, there were only 28 responses. Of those who did respond, 10 attend group meetings and 14 don't. There are a couple that sometimes attend, and the others didn't make it clear.

An interesting comment was made that the assumption seems to be that the group should be having monthly evening meetings at an indoor venue with a speaker, and that members should want to attend these meetings. The main reason members attend is to meet other members and interested in the guest speakers' subjects. Those who said they do not attend the meetings mainly said it was due to the location, especially with the price of fuel and of course it is fully understood that some members have other commitments or have been

working so maybe just can't be bothered to make the effort. e meetings be more social, was the most answered question with some not interested and not likely

The majority of those who attend are happy with the content of the presentations and the guest speakers. Should thto attend a social event and others wanting more social events such as a quiz, a pub meal, weekends away, visits or events such as the summer Mystery Tour.

Members who do not attend meetings were asked what would encourage them to do so and those who answered not surprisingly said to have a more central venue and change the time.

The article in the Autumn Torque, about looking but not actually seeing, sprung to mind when the response to the final question was revealed. Members were asked if they are aware of the committee and their roles. Very few said they did with others saying they know the car training officer or their own tutor or even recognised the odd face but were

not aware of their role. The list of committee members with their roles is published on the second page of every Torque. Those who commented were of the opinion the committee is doing a good job, but it was said there need to be transparency and the GDPR breach did cause some concern.

A suggestion was made that committee members should be introduced at group meetings or wear name badges to be identified. The committee took this on board immediately and the October group meeting was "Meet the Committee" themed and saw the spotlight on ten of the twelve committee members who were able to attend. Questions were asked by group members and discussions took place about the group meetings and events. The committee did receive a vote of thanks from the group for the tireless voluntary work they carry out for the group. This did give the committee things to consider so there may be some changes in 2023.

## Chairmans's Reflections

My 're-birth' as a biker happened in 1997 when I bought a Suzuki Bandit 600 which was a parallel import with an MPH clock. This was much more of a bike than previous bikes I had owned and certainly more powerful than the commuter type machines I had recently been riding. I therefore joined my local IAM group York Advanced Motorcyclists (YAM) and passed the advanced test in 1998. I was living in Tadcaster at the time.

Without further training I was appointed as an Observer and by 2001 had taken the Senior Observer test and became chair of the training team. Several happy years followed with IAM and some very good test success rates. Coincidentally in 2001 I did my RoSPA Diploma in Birmingham by direct entry and gained a pass. As time went on, I had an underlying thought that I would like to start a RoSPA motorcycle group in Yorkshire as there didn't seem to be one at that time.

In 2007 two significant changes happened. Firstly, I moved home to Garforth and secondly, politics took over from training at IAM, so I thought it was time for me to leave. After a year off I was asked to join Hull and East Riding RoSPA to train their motorcycle tutors. As I was missing belonging to a bike club, I took up the offer but was not well received by many of the group officers and did not re-new my membership after the first year.

So, in the autumn of 2009, having looked round at the results tables for RoSPA groups in Yorkshire, I joined West Yorkshire Group as a car student and started my advanced car training with David Falkingham. I enjoyed the car training very much. David was very supportive, and I progressed quickly, passing with a Gold grade in 2010. Early that year, at one of the group meetings in Bishopgarth, I overheard a student asking the training officer Keith Bamford if the group offered motorcycle training. Keith apologised, explaining that there

were no motorcycle tutors, so the answer regrettably, was no. This was my opportunity to fulfil an ambition so just at the right time I said, 'I think I can help you there.'

Thus, the motorcycle section at WYG was born. By the end of 2010, the section had grown to 35 members including 5 approved Tutors. Over the next 4 years the section continued to expand and prosper. Each year the number of members leaving was balanced by the number of new joiners, with an average membership each year of 60 to 70 including 12 to 14 Tutors. Results were encouraging with a healthy number of tests passed each year. In 2014 three of our advanced Tutors gained the RoSPA Diploma and one other gained the Advanced Tutor qualification. The section was very successful in growing its own wood!

When joining WYG in 2009 I never imagined that one day, several years later, I would have the honour of being elected as Chairman. Indeed, I never had any ambitions in that direction. I suppose with the absence and departure of Phil Steward in 2014 and the fact that I had acted as deputy chair for most of that year, it was a natural progression. This meant however that I had to hand over 'my baby' i.e., the motorcycle section. But taking on responsibility for leadership of the whole group was an even bigger challenge which I relished. In any case I felt that I could hand over 'the baby' with confidence to my previous deputy Pete Fenlon, feeling confident that under his direction it would continue to prosper.

Since those early days there have been many changes and challenges. Our tenure at Bishopgarth Police training centre came to an end with the closure of that facility. West Yorkshire Police offered alternatives, but none were either suitable or affordable. Hence our current meeting venue in Garforth was discovered and adopted. Our Training Officer and founder member Keith

Bamford had lost his fight with cancer around this time. This was a great loss to the Group but his place as car training officer was ably continued by his former deputy Mike Bell.

There followed several years of relative stability with a steady stream of test successes achieving good grades and a healthy year on year level of membership. The process of accreditation was navigated with success, and all was well with the group. Then the dreaded Covid struck! This spectre had a very disruptive effect on our operation for obvious reasons. Car training suffered for extended periods during lockdown but was resumed, with certain restrictions and precautions in place as soon as the risk of infection was felt to be acceptable by the committee. Motorcycle training was recommenced sooner, because all meetings could be held outdoors thus observing social distancing and considerably reducing risk of infection. Although it is accepted that Covid is still out there, all types of training and meetings are now continuing as normal, with any precautionary measures left to individual discretion.

2022 has had its own challenges for the group. The process of reaccreditation was successfully completed soon after the AGM and I informed my fellow committee members that this would be my last year as Chair and committee member. We also suffered a case of GDPR breach, which although unintended, committed in innocence and low risk, caused considerable concern and some discord. Thankfully, this reached a satisfactory conclusion after a few weeks.

I have enjoyed my tenure as Group Chair for the past 8 years, but the time has come to step down and hand over the baton to the new committee. I wish them, and the group in general, every good wish for a continued successful future.

*Best of luck and thanks — Editor*



## That's what friends are for



The Summer edition of Torque featured an article about Policewomen Motorcyclists and the article was published in the June edition of Scootering magazine.

During my research, I had contacted both Sheila and Karen who featured in the article, to ensure they were happy with the content. As a result, they have since been in contact with each other and Karen did visit Sheila. Having not met before, the main purpose of the visit for Karen, as an ardent motorcycle enthusiast, was to see a private motorcycle collection owned by a neighbour of Sheila. Sheila sent me some photos of the motorcycles, and this whetted my appetite to arrange a visit of my own.

Four of us car tutors had a training day organised, so I arranged the visit to coincide with this day. Mike Bell met, me, Glyn Jones and our motorcycle expert and fellow car tutor, Andy Richardson. Mike's driving school car, being insured for any driver, gave us the perfect opportunity for a full day on the road and off we set towards North Yorkshire with Andy taking the first turn in the hot seat.

Arriving at the secret premises of 86-year-old John Jennison, who also happens to be the president of Lincoln City Football Club, he and Sheila showed us into this Aladdin's cave of motorcycle history. All four of us were completely taken aback by the array of well over one hundred motorcycles and scooters.



John is a fantastic down to earth character and was only too willing to explain how his private collection came about. He had been a motorcyclist from the age of sixteen and used one regularly as his means of transport. He came off his first motorcycle at the bottom of Sutton Bank and was told by his

mother, in no uncertain terms, to stop riding motorcycles before he killed himself.

John apparently took little notice of his mother and although he no longer rides, he has since amassed the collection. He has many different makes of motorcycle and scooters as can be seen from the photos but he is passionate about his fifty or so motorcycles manufactured by Bristol based Douglas. His oldest, is the 1907 350cc flat twin Douglas, which to my untrained eye was in pristine condition.



With a short walk to a second location, John opened the doors with a smile on his face and a glint in his eye, to reveal a Douglas car with a flat twin 1000cc engine.

There were even more motorcycles and a fantastic looking Durkopp Diana Scooter and sidecar, which did take my eye, but I had never heard of.

When John was asked if his collection was now complete, he told us he had always wanted a ABC scooter and had purchased a 1920's model only a couple of weeks earlier, but he had not yet taken delivery of.



Sheila had not only helped organise the visit, but she welcomed us to her home and had also surprisingly made lunch for us all. Suitably fed and watered and with a change of driver we continued our drive through some fantastic countryside and villages. A slight mishap when an oncoming HGV kicked up a stone onto the windscreen, leaving a chip in the arc of the wiper in the drivers eyeline. Annoying but little anyone could do about it. We changed drivers a further twice on the return journey with all of us giving feedback after each drive. A valuable day training, keeping both our driving and tutoring skills honed, an amazing insight into the private motorcycle collection and meeting a couple of new friends, who were both interesting, and welcoming characters.



## Hybrid-v-EV

Some of our members may recognise this fine figure of a man from the time our group used the West Yorkshire Police Training Centre at Bishopgarth in Wakefield for group meetings. The lecture theatre was named after the renowned Sgt Thomas Butler who became my drill Sergeant when I was a police cadet in 1973. Bishopgarth was purchased by Redrow Homes and demolished to build new homes. I did convince Redrow to honour Sgt Butler and they named the main street, at what was the old entrance, Butler Way.

So fast forward 48 years and in 2021, I started tutoring Sgt Butler's 22year old grandson, Matthew, in the art of Advanced Driving. Matthew had been driving since he was seventeen and arrived in his own car, a Lexus CT200H petrol hybrid. The car had an automatic CVT gearbox, which for the uninitiated does not change gear like a usual automatic. It has two cone shaped pulleys connected by a drive belt between the engine and the drive. The cones move independently so it is in effect a single-speed unit with infinite gear ratios.



The usual faults aside and Matthew progressed well as we worked our way through the training programme, with him learning the various chapters of Roadcraft. There was a nine-week gap towards the end of the year due to Matthew contracting the dreaded COVID and the Christmas and New Year period. When we did return to training, Matthew had sold his car, so the next session was in his mum's VW Polo 1.0 with a manual gearbox. As I expected, the gear phase of the system of car control did not come naturally as he had been used to the car always being in the correct gear. After only one session in the Polo, Matthew had a much better understanding of obtaining the correct



speed before selecting the gear to go, rather than using it to slow, and use of 2<sup>nd</sup> gear for 20mph and 3<sup>rd</sup> for 30mph soon fell into place.

In February this year, Matthew arrived at his next session in his brand-new Nissan Leaf electric. I realised as soon as he drove, how quickly electric cars are progressing. POWDER checks had to be amended as the vehicle checks do differ and I wanted to make this easy, so I invented PC FRED. P is for power as it is important to ensure there is enough power in the battery for the journey. I knew about range anxiety from my experience in the Corsa-e (*Torque Spring 2021*). C stands for Charging cable as it is important to carry this in the vehicle and have it accessible if the necessity to charge the car arises. F is for fluids. Whilst there is no oil to check, the batteries do have a cooling system so there is an expansion tank of coolant to check the level. Of course, it has windscreen washer fluid and the especially important brake fluid to check. R is for Rubber, E for electrics and D for damage just the same as POWDER. I even created a short prompt video which can be found on our website [www.wyg-roadar.org.uk/prompt-videos](http://www.wyg-roadar.org.uk/prompt-videos)

So, what was different? The internal checks were different as there is no engine to start and no waiting the usual three or four seconds for dashboard lights to extinguish. It has safety features like other cars such as speed limiter and blind spot warning, and there is obviously no engine noise. It is simply a case of switching on and it is ready to go. The accelerator works similar to a light dimmer switch. The more you press the faster it goes so not dissimilar to the CVT gearbox. The main difference is the car has regenerative braking, thereby feeding power from kinetic energy back into the battery. At the press of a button the accelerator becomes a e-Pedal. This is one pedal driving, and it emphasizes acceleration sense as we know it by decelerating the car quicker than normal and although the brake pedal is not depressed, it makes it feel like exceptionally smooth braking. This saves wear and tear on the brakes and with power being sent back to the battery, maximises range and simplifies the whole driving experience. But when do the brake lights illuminate? Matthew was unsure, so I followed him home and with our phones on hands free was able to tell

him at what stage they lit. It quickly became apparent it worked just like depressing the brake pedal, illuminating when a fixed deceleration rate was exceeded or stopping. Using the e-pedal did make the drive feel smooth and controlled and I think electric cars are going to make tutoring easier as they reduce the workload on the driver.

Range anxiety is a problem for some EV owners, and initially Matthew seemed to overcome this quickly with his planning. Since purchasing the car, the first 4000 miles he drove included his daily commute between Wakefield and York and he managed to charge his car at the Stourton Park and Ride in Leeds where at that time was free. The charge took approximately 30 minutes, so the time was not wasted as he worked on his laptop.

After only a couple more sessions Matthew had a pre-test assessment conducted by our car training officer, Mike Bell, who commented how smooth the drive was, making everything appear effortless. Needless to say, Mike recommended he apply for his advanced test.

Although Matthew wanted to take his test in the Nissan Leaf, there was a delay after submitting his application for his test and his thoughts on the car had already started to change. Range anxiety played a big part as he realised it was not suitable for longer journeys. The warmer weather and using the air conditioning meant the range dropped from about 160 miles to 110 miles and the accessibility of working public charging points created problems. At only four months old and with an offer from a London dealer he found hard to refuse, he sold the car.

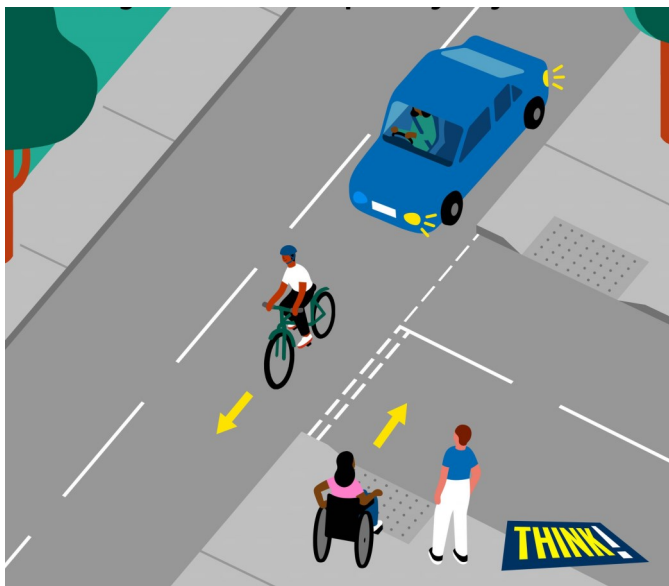
He was only without a car for just over a week before quickly snapping up a Lexus UX 250H petrol hybrid. With a couple more sessions in his new car to ensure his skills were still up to the level required for his test Matthew completed the first part of his Advanced Driving journey by passing his test with a Silver.





The hierarchy of road users was introduced into the Highway Code earlier this year so you should all be fully aware of this and the rules which surround it. It all seems straight forward, with pedestrians being the most vulnerable, followed by cyclists, horse riders, motorcyclists, cars, vans and lastly large goods and passenger vehicles. How does this work in practice?

At the presentation given by our Regional Coordinator, Lee Davies, at the July group meeting, we were treated to a Highway Code and Roadcraft quiz. The below picture was shown with the question, "Who has priority?"



The answer seems to be straight forward, pedestrians, cyclist, car in that order. The cyclist is travelling straight on, and according to Rule H3, the car **should not** turn in front of it. The pedestrians are waiting on the pavement to cross at the junction and Rule H2 says the car driver **should** give way to them if they are waiting or crossing a junction into which the driver is turning.

However, what the Highway Code actually says is advice. It should be noted the words **MUST** or **MUST NOT** are not mentioned in this scenario and neither is **PRIORITY**. Even Rule 170 says you **should** give way to pedestrians crossing or waiting to cross a road into which or from which you are turning but they have priority if they have started to cross.

The cyclist has the right to proceed before the car but does the pedestrian have priority to cross as the car is turning? If the car driver crosses in front of the cyclist and endangers the rider or does not give way for the pedestrians crossing the junction, then the driver has not committed any specific offence, but it could be argued the driver was driving without due care and attention or dangerously so could still face a court appearance.

Priority means the right to proceed before other traffic just like a junction where traffic on the major road has priority and traffic entering the major road **MUST** give way (Rule 172). However, when vehicles are joining a motorway from a slip road, Rule 259 advises you **should** give priority to traffic already on the motorway. Rule 185 advises you **should** give priority to traffic approaching from your right at roundabouts.

Do not confuse priority with the wording right-of-way as neither the Highway Code nor Roadcraft uses that term. Afterall, all public roads are a right-of-way with users being permitted to pass and repass. When overtaking a line of parked vehicles parked on the nearside, forcing you onto the opposite side of the road, would mean oncoming vehicles have priority. If the line of parked vehicles is on the opposite side of the road, then you have priority. Roundabouts, especially mini roundabouts cause confusion, but vehicles coming from the right have priority so give way to them.

Just to confuse the issue even more, look at this graphic.



Both the old rule and new rule show a pedestrian waiting to cross a junction with a cycle and a car turning into the junction. The old rule states the pedestrian has to **STOP** and the new rule states the cycle and car have to **STOP**. The wording above the graphic states when people are crossing or waiting to cross at a junction, other traffic should give way.



So, come on DfT, which is it, **STOP** or give way? We know the difference.



There is no specific law for not giving priority to another road user but there is plenty of advice and if you do not give priority then you may commit other offences. Afterall this is being courteous and showing consideration to other road users which is all part of being an advanced driver or rider.



## Meet Advanced Bike Tutor – Steve Annakin



After much pestering, my father helped me to buy my first bike. That being a yellow 1977 Honda SS50. I was hooked and spent a lot of my time going to Scarborough and the like to watch bike racing at Oliver's Mount. When I was legally able, I then progressed on to a Honda CB125 and then a mighty Honda CB250N Superdream.

In April 1980, I took and passed my bike and car test just 24 hours apart (the original bike test had been rearranged due to snow) and remember sneaking out of school to make my way to Heckmondwike test centre. Looking back, it is quite remarkable that I did pass both tests, as twice in those 24 hours I told the examiners that my provisional licence had been misplaced. In reality it had actually been sent away for 3 points adding as, several weeks earlier, I thought it might be a good idea to race another motorcycle. What I was unaware of, when I made that decision, was that the other motorcycle had blue lights and was being ridden by a policeman! Thankfully, he pulled alongside and stopped me as the SS50 reached 39 mph in a 30-mph zone. In my defence, I was only 16 years old and have grown up (a little) since then. Lesson learnt!



Including the three bikes already mentioned, I have owned twenty-six in total. These include a Honda CBR600 race bike that was used for track days for many years, a Husqvarna TE 450 (that

was probably the fastest accelerating and scariest thing I have owned), a Kawasaki ZX9 (with an addictive induction roar at 8000 rpm!) and 6 BMW GS motorcycles.

Over the years, I have also tried different types of riding and riding disciplines. It is fair to say that the amount of time spent riding bikes will probably make you a more competent rider but, equally, experiences such as riding on tracks at race speed, riding flat track bikes with no front brake, trail riding in Southern Spain and the BMW off road courses all added to the skill set. For a few years, I was also a partner in a fledgling motorcycle touring business riding a BMW R1150 GS. We took groups of riders to Wales, Scotland and Europe and had a great time. Sadly, my business partner died whilst on one of these trips and I decided to call it a day on the large-scale organised touring front.



My introduction to advanced riding happened in 1997 when a group of motorcycles overtook me going down from Holme Moss summit. I was so impressed that I followed the group to the coffee stop they were heading to and asked how they did that so easily. I was then introduced to the Sheffield IAM and started to practice safer smoother riding. In 1999, I passed my IAM advanced motorcycle test.

Time passed by and, in 2019, via a friend of mine, I became aware of the West Yorkshire ROSPA group. As it had been some time since I had taken any formal training, I made enquiries and joined our group in late 2019. Due to some domestic issues, I did not start any training until early 2020 and, after some steady progress, was considered test ready in March that year. I applied for my test and then Covid hit, and the arranged test was cancelled with just a few days to go! After a further 3 months, testing resumed, and I was ready again.

The earlier cancelled test was rearranged for June 2020, and I took my first RoADAR test that month and achieved a Gold Certification with Glenn Hardaker. In an effort to "try and give something back" and whilst my head was full of Roadcraft and Highway code content, I decided to continue training and move toward becoming an Approved Group tutor. This was achieved in July 2020. Many thanks to Martin Hide for his patience and tutorage in both these aspects.

Moving forward to 2022, I was approached by the Group's motorcycle training officer to look at formalising my position as a motorcycle tutor and, in June 2022, after guidance from Pete Fenlon, I passed my Advanced Tutor Qualification with Dudley Martin.

I get great pleasure from sharing any motorcycle riding knowledge and skills I have acquired along the way. To see new associates/pupils progressing is immensely gratifying. In addition to my RoADAR activities, I remain an active "Blood Biker" for Whiteknights Yorkshire Blood Bikes and have also been involved with British Triathlon for over 20 years as both a Regional Co-ordinator for the motorcycle team and as a Referee at both local and national levels.



My retirement from work 5 years ago has made it easier for me to juggle all these things but, to be honest, I really don't need much of an excuse to get out and ride my bike!

## Advanced Drivers and Riders

Passed RoSPA Advanced Driving Test

### Advanced Tutor Triennial Re-test

Mike Bell

Bob Joyner

Gold

Susan Speight

Silver

Matthew Butler

Juliet Taylor

Akhtar Hussain

Simon Nixon

Passed RoSPA Advanced Motorcycle Test

### Group Approved Tutor

Lee Wilson

Stephen Harker

Gold

Chris Hallwood

Ellen Clayton

Stephen Cirell

Mark Raw

Silver

Abbas Ismail

Riders

## WYG-RoADAR Committee



The committee met in person in September and meetings on Zoom were held in October and November. Two of the committee members left and there are other moves afoot in the new year.

Our chairman has booked the guest speakers in the past, a role he inherited as nobody else wanted to do it. Two of our committee members attended a Road Safety Conference in Hull during September which also helps the group to identify potential guest speakers for our group meetings. There will be a full report in the Spring edition of Torque. If you have suggestions for guest speakers, please let us know.

The secretary emailed a questionnaire to members asking about the group meetings. As a result, the October Group meeting gave those who attended a chance to meet and ask questions to ten of the twelve committee member who were able to be present. A summary of the results of the survey is on page 4.

After suggestions from members, the committee agreed to purchase Know Your Traffic Signs books whilst placing an order for Roadcraft and Highway Code books. The car tutors already have them but the bike tutors have also now had them issued. If anyone wishes to purchase them at £3 each, please see the car or bike training officers.



The West Yorkshire Deputy Mayor for Policing and Crime, Alison Lowe, who is also chair of the Leeds Vision Zero 2040 board, attended our Presidents Address meeting in November and agreed to give her support in the future.

There have been lengthy discussions about the committee and the way forward for 2023. We have had fourteen members until recently but do we need that many? According to the RoADAR constitution groups only need a Chairperson, Secretary, Treasurer and not fewer than two others, so we can function with less members on the committee. If you are interested in helping out please contact the secretary.