



ROSPA

**Advanced Drivers
and Riders
West Yorkshire**

Drivers



Torque

Summer 2023



Riders

From the Editor

You may recall the article in the Winter 2022 edition about car tutors visiting a private motorcycle collection. I am sad to say the owner of the collection, John Jennison, who was also president of Lincoln City football club, passed away in early March at the age of 87.

I am quite humbled that our Car Training Officer, Mike Bell, asked me to be his deputy and as a result car members may receive information from either of us. You may have read about our chairman, Jon Taylor, having a driving assessment in the last Torque, well it is also quite pleasing that we have more of our motorcycle members who are also intending to carry out car training in the near future. This makes sense to me as I am sure most of them use the car in the winter months.

The content of Torque does sometimes concern me, because as well as editing, I write a lot of articles myself to try and make each edition unusual and educational. I have had some very good comments about it and did actually contemplate sending out a questionnaire to members to see what they thought about it or what could be improved or added. I decided against it, knowing full well that, like Torque, it may just be skim-read or ignored, intentionally or otherwise. I have received a few articles sent by members recently, some in this edition and some saved for the next, but please do consider letting us know about your escapades.

Can you find the secret message in this edition?

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.

June 27th 2023	Social—meet the tutors and committee
July 25th 2023	Paul Boss—Road Surface Treatments Association
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.

SUMMER 2023



Martin Jones (Editor)

torque@wyg-roadar.org.uk

2023 Committee

Chairman	Jon Taylor
Secretary	Nigel Storey
Treasurer	Peter Stirk
Car Training Officer	Mike Bell
Bike Training Officer	Dave Green
Member	Bob Everick
Member	Pete Fenlon
Member	Rob Hall
Member	Steve Harker
Member	Martin Jones
Member	Andy Richardson
Member	Andy Twaites
Member	Lee Wilson
Guest	Ellen Clayton

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.



Thanks to the sterling work carried out by Richard Hirst, West Yorkshire Police are now about to return to conducting BikeSafe workshops. Its about ten years since the force were last involved with BikeSafe, mainly due to lack of funding and officers. They still only have 16 Traffic Police motorcyclists but nevertheless pressure from Richard and Alison Lowe, the West Yorkshire Deputy Mayor and chair of the 'Vision Zero' board, does mean the BikeSafe workshops in West Yorkshire will resume this year.



Latest news

A press release on 20th February 2023 stated,

West Yorkshire Police will be hosting five 'BikeSafe' Workshops in Summer 2023 for motorcyclist members of the public. BikeSafe is a national initiative aimed at working with motorcycle riders to develop key skills around riding and safety. The sessions, which will be led by five police advanced motorcyclists, focus on improving: attitude, observation, cornering, overtaking, filtering, junctions, group riding, hazard awareness and utilization of the system of motorcycle control.

West Yorkshire Police have been sponsored by TTC Group to provide five sessions which will run on Sundays in the summer months. (9 July, 16 July, 23 July, 20 August, 17 September). The sessions run from 9am-5pm and are priced at £65.

This aligns with the Vision Zero initiative which aims to reduce road deaths and serious injuries to zero by 2040. The five key areas of Vision Zero are: safer speeds, safer vehicles, safer roads, safer behaviours, and improved learning from collision investigations.

Sergeant Andy Johnson of West Yorkshire Police Roads Policing said, "This is an especially important initiative as we often see motorcyclists in West Yorkshire continue to feature disproportionately in our injury collision figures. We would like to urge motorcycle riders to really consider coming to one of our BikeSafe sessions to develop their knowledge and skills around motorcycle safety and put themselves at less risk of being involved in a serious injury or fatal collision."

I met with Andy in his office at Carr Gate near Wakefield to gain a bit more of an insight. He has been a motorcyclist for over 25 years and a Police Motorcyclist for the last 18. He has competed in many off road events at a local and national level. As a Police motorcyclist he has been involved in the Tour de France when it visited Leeds and several Tour de Yorkshire events as well as many Royal family and VIP escort duties.



Some forces do use groups such as ours to assist on the workshops, but Andy decided, as it is about ten years since the force were involved with Bikesafe, it would be better to use Police Motorcyclists initially. The five sessions will each have ten candidates so they will be supervised on a ratio of two to one. If it is to continue in future years, he would hope to involve advanced motorcyclists from road safety groups.

Some of you may have seen Alison Lowe at our Presidents address in November or read about her attending in the December **Torque**. Alison did also give a quote for the press release.



"Road safety and dangerous driving are key issues for communities in West Yorkshire. Each and every road death is a tragedy, and we must work together as a region to make our roads safer and to achieve our Vision Zero goal. With Safer Streets funding to tackle the inappropriate use of motorcycles, the Mayor of West Yorkshire is investing in youth outreach programmes, as well as extra enforcement activities in areas that see the most problems. If you ride a motorcycle, I encourage you to take advantage of the upcoming BikeSafe sessions to help you develop your skills and stay safe."

When I met Andy in early March, 32 of the 50 places had already been filled. So it looks like the demand is there, lets hope it helps to save lives and perhaps we may gain a few more members. I left him with a bundle of leaflets to promote our group so we may just see an influx of new riders.



Highway to Nowhere

The Preston bypass was the first motorway in Britain and opened on 5th December 1958. It was an eight-mile section of road which now forms part of the M6. The M6 is also the longest motorway at 231 miles, running from Catthorpe at junction 19 of the M1 to the Scottish border.



The M62 is 107 miles long and the highest motorway at 1,221 feet above sea level and crosses the Pennines, seven miles of which is shared with the M60 around Manchester.



Britain's shortest motorway was the A635(M) in Manchester between 1992 and 2016. At just 600 yards long and together with the A57(M) it now forms part of the Manchester and Salford Inner Ring Road. There are now no signs of its existence on any maps or road signs.



The shortest signed motorway is the A308 M Maidenhead Spur at just 0.6 miles.

The Leeds Inner Ring Road was the first true urban motorway. It was first proposed in 1951 and at the time was one of the most ambitious engineering projects undertaken in any city across the UK. Construction began in 1966, with the first part opening in January the following year. It required the demolition of 365 homes and 174 other structures. It is two motorways, the A58M being the western part and the A64M to the east. The westbound carriageway of the A64M was actually shorter than the eastbound until the flyover at Marsh Street was constructed.

The M6 Toll, referred to on signs as the Midland Expressway, was originally named the Birmingham Northern Relief Road or BNRR, and stylised as M6 toll. It connects the M6 junction 3a at the Coleshill Interchange to M6 Junction 11A

at Wolverhampton with 27 miles of six-lane motorway. It is the only major toll road in Great Britain, and has two payment plazas, Great Wyrley Toll Plaza for northbound and Weeford Toll Plaza for southbound. The northbound toll plaza is situated between junctions T6 and T7, and the southbound between junctions T4 and T3. The weekday cash cost is £7.30 for a car and £13.80 for a Heavy Goods Vehicle. It is subject to the same regulations and policing as other motorways in the UK. It has one service station along its 27-mile stretch, Norton Canes services. Site clearance started in 2000, major construction work began over the summer of 2002 and the road opened in December 2003.



So, have you ever heard of the M96? It is a true Highway to nowhere and not accessible to the general public. The M96 is a short length of very realistic-looking fake motorway at the Fire Service College at Moreton-in-Marsh, Gloucestershire. It is used to train fire crews in the handling of road traffic accidents, and to train Highways England Traffic Officers how to behave around live traffic situations. The M96's immense width is a product of its history as it is one of the three runways of the disused airfield on which the Fire Service College was built. It turns out that a wartime RAF runway is about the right width for nine lanes of traffic, two hard shoulders and a central reservation.



The southbound carriageway has three lanes to begin with, which swerve around some corners before widening out to a ruler-straight six lanes with hard shoulder. The wider section has an overhead gantry, an emergency refuge with a phone, and some 70mph signs. It ends at the Fire Service College's perimeter road, where you can turn right past the central reservation barrier and come back northbound again.

The northbound side has three lanes and a hard shoulder, plus more blue motorway and 70mph signs, but isn't as long, turning a sudden sharp left and ending almost immediately. On both sides of the motorway, **you'll** see various old cars - some looking quite seriously damaged and burnt out - that are used for training exercises.

Call Boxes

The Royal Automobile Club (RAC), originally called the Automobile Club of Great Britain, was founded in 1897 and the first organisation to provide roadside assistance to its members. The Club employed a corps of uniformed mobile patrols who wore a uniform not unlike the military police of the day, including tailored jodhpur trousers. The patrolmen had an army-like rank structure with corporals, sergeants and officers. Mounted on Matchless motorbikes with sidecars containing a tool kit, fanbelts, engine hoses, and metal cans of spare petrol they were usually located on standby at laybys and major road junctions. The Club received its Royal Charter in 1907 from King Edward VII allowing the use of Royal in its name.



From 1947, with a reciprocal agreement, keys fitted both types of box and members' messages were passed on allowing members of either the AA or RAC to use the other organisation's telephones.



It is possible some of you will remember the AA and RAC roadside sentry type call boxes. If you were a member of one of these breakdown organisations, you would **have been** given a key to access them. The Automobile Association was originally formed in 1905 as a group of cycle scouts who patrolled roads to warn motorists and other road users of any dangers and police speed traps. The AA installed their first roadside sentry box in 1911, which were designed to give shelter to their patrolmen and store spare fuel, first aid equipment and maps. Patrolmen would be on the roads all day, so these boxes became places

where they could rest, keep out of bad weather, and even communicate with other patrol members. This made the roads safer and helped the UK's motor industry grow.

In 1912, following the lead of the competitor organisation, the AA, the RAC also installed sentry boxes on laybys and junctions of the main trunk roads in the UK for members to summon help. Although they were never as numerous as AA boxes there was a measure of cooperation between the two motoring clubs.

Until around 1930 control could only contact the mobile patrolmen by telephone, so they waited by public telephone boxes for the callout. Following the development of the telephone, these sentry boxes were fitted with a telephone for use by patrolmen and members. As well as calling for breakdown assistance, members were permitted to use the telephones to call other numbers whilst on their travels, local calls were free of charge, but trunk calls made via the operator either had to be made by reversing the charges or relied on the honesty of the members to leave the correct payment for the call in the box. Eventually the phones in the boxes were replaced with ones with pre-set numbers to dial, usually the AA, RAC and 999.

Up to the 1950's the RAC installed approximately 500 of these roadside boxes. The AA installed about 1000 up to 1968. As patrolmen moved away from motorcycle and sidecar combinations to vans and with the use of two-way radios, these structures started to be phased out.



In the 1970s newer designs of roadside telephone were introduced, similar to the motorway telephones we see nowadays, to replace many of the older boxes. Due to the ever-increasing ownership of mobile phones, by 2002, the call boxes, which were never intended to be permanent, were decommissioned.

There are no RAC boxes left other than in museums around the country but there are nineteen AA boxes, the majority of which now hold Grade II listed status. Whilst there are no boxes remaining in West Yorkshire, there is box number 573 on the A616 at Garrowby, East of York. The next nearest is box number 442 on the A684 West of Aysgarth which has been preserved as one of the Dales' many distinctive landmarks. It's mainly thanks to volunteers that the iconic box is well-maintained, with small gardens on either side.





My Journey from moped to advanced rider – Abbas Ismail

In my youth, I had a passion for motorcycle riding. At the start of my working life, I purchased and initially rode a 50cc moped. I discovered riding the moped was better than commuting via two buses to my place of employment but also quickly learnt that a 50cc engine, whilst very economical, was not powerful and these engines struggled to uphill and to safely overtake in moderate speed traffic situations!

After some riding experience, it became clear I needed a more powerful bike, something like a 125cc motorcycle – but my older brother and parents had other ideas. They wanted me to learn to drive a car, forget everything about biking, attain a full car driving licence and perhaps help out the family with the transport needs. This was my brother's cunning plan - I would only get to use the car at the weekends and he could play cricket as this suited him perfectly, leaving me with the driving duties!

Life went on and before I knew it, I had a gap of 40 years absence of motorcycle riding. I was due to retire from my long-serving job and my passion was re-ignited! I just couldn't resist the thought of getting back into riding and missed the freedom it provides. I initially rode a moped after obtaining my provisional licence, but with hindsight I wish I had just taken my full motorcycle test, as I

was told that this was easy to achieve!

I knew that the requirement for modern day riding was to take Compulsory Basic Training (CBT) then to achieve a two stage pass, MOD1 & MOD2, to obtain a full licence. I purchased a 125cc motorcycle and got some miles under my belt. I quickly learnt that I lacked confidence, especially around corners and with some general riding. I later replaced this with a 650cc motorbike to better enhance my riding skills and experience

I joined a local biking group and was getting frustrated as I was falling behind on ride outs, mainly in the Yorkshire Dales. These routes involved a lot of twists and turns on A & B roads. At this point, I felt my confidence was lower than I would have liked and so as time went on, I learnt from the more experienced riders within the group who had various skills and riding techniques.

Whilst browsing on Facebook, I came across the ROSPA organisation and their bespoke motorcycle training programme. I was interested in improving my riding standards and skills so that I could become a safer rider. I made some enquiries and met West Yorkshire group motorcycle training officer, Pete Fenlon. After an initial coffee, it wasn't long before I was booked on to an assessment ride and

began my training course.

Upon starting the programme, I had some issues with the bike I was riding and decided to change it before I could resume my training. I then received a letter out of the blue from the hospital for an appointment for an operation I had been waiting for, so this put another temporary stop to my training!

My operation was successful and I also changed to a smaller, more agile bike. I resumed my further advanced training until the close of riding season. My appetite had grown and I was counting down until the new riding season to start in March 2022. I requested a personal one to one trainer and was allocated to the one and only Andy Richardson.

The advanced training, social rides, open training and weekly rides to the Dales with two group members further developed my riding and confidence and my enjoyment of motor biking. Alongside the practical riding, I spent months engrossed reading Motorcycle Roadcraft and revising Highway Code and road signs. It wasn't long before I was told that I was ready for my Advanced Motorcycle test.

The day of the test came and it isn't Yorkshire if it isn't raining! This didn't stop me and I felt confident and ready to take on this challenge. I could breathe a sigh of relief after achieving a Silver Grade pass. I felt overwhelmed **looking back** at the time spent preparing **for this** day and now I had achieved this advanced pass.

My future plans are to ride more with RoADAR, especially social rides touring the UK and possibly abroad. I would like to extend my special thanks to Andy Richardson for all his tuition, Eric Darley and Steve Corker for allowing me to join their gang. Their company and friendship in my development to becoming an advanced rider has been invaluable.

Thank you all for making my journey memorable – looking forward to special rides with you all.



LGV or HGV?

My first Advanced Tutor triennial retest was due in June last year, so in preparation I asked other Car Tutors for a skill check on both my driving and tutoring. Our car Training Officer, Mike Bell, volunteered his services and we had a morning out checking each other's driving and tutoring skills.

During the drive, we were on the motorway, and I was giving a commentary, mentioning there were several HGVs in the far distance in lane one. Mike said to be perfectly correct they are LGVs, Large Goods Vehicles, but I told him I believed LGVs are Light Goods Vehicles.

Wanting to ensure I wasn't saying

something wrong on any future commentary, I did a bit of research and found both terms still exist and are currently in use.

HGV was used for goods vehicles with a gross weight over 3500kgs and those under were LGVs. So, this sounds simple but in 1992, to become aligned with European licence categories, vehicles over 3500kgs were designated as trucks, therefore LGV became Large Goods Vehicle so there is no difference between HGV and LGV.

The old HGV Class 1 is now LGV C+E, and the old HGV Class 2 is now LGV C, which may not mean a lot if you have never driven or needed to drive one. Strangely,

because of when I passed my driving test, I have C1 on my Driving Licence, which entitles me to drive Goods Vehicles up to 7500kgs.

So, if you do want to be precise in your commentary, I did find some councils and different government agencies refer to them as OGVs. These are Other Goods Vehicles over 3500kgs. OGV1 are Other Goods Vehicles which are 2 or 3 axle rigid vehicles. OGV2 are Other Goods Vehicles which are 4 axle rigid vehicles and articulated vehicles with any number of axles.

To save confusing myself further, I am just going to call them Lorries from now on!



The first speeding motorist

On 20th January 1896, Walter Arnold, was the first motorist fined for speeding. Arnold was also one of the earliest car dealers in the country and the local supplier for Benz vehicles in East Peckham, Kent. He was well ahead of the times and set up his own car company producing "Arnold" motor carriages at the same time.

Arnold was driving his "horseless carriage" in Paddock Wood, Kent when he was pursued by a police constable on a pedal cycle. Motor cars were in their infancy, so Arnold was prosecuted under the 1865 Locomotives Act for four offences. Using a locomotive without a horse, having fewer than three persons in charge of the same, driving at more than two miles per hour and not having his name and address displayed on the vehicle.

It was said the car was travelling at eight miles per hour. Arnold was defended by

Mr Cripps, who stated the existing Locomotives Act had not foreseen this type of vehicle. Quoting names of motorists Sir David Salmons and the Hon. Evelyn Ellis, who used their motor cars and had never had any problems of this manner. It is not

known if this was intended to impress the court or to make a point about one law for the rich and another for the ordinary man in the street.

Six months earlier, on the 5th of July 1895, the Hon. Evelyn Ellis set off on his newly acquired French built, 4 horsepower Panhard et Levassor, from Micheldever Railway Station, accompanied by another motoring pioneer, Frederick Simms. They left the station at precisely 9.26am and Simms recorded every detail of the journey on the old London coaching road, travelling via Basingstoke, Hatch, Blackwater, Bagshot, Virginia Water and Englefield Green. Arriving at Ellis's riverside home in Datchet at 5.40pm. His journey took 8 hours and 14 minutes. The Journey was deliberately made in contravention of the legal speed limit as they averaged almost 10mph without the required attendant walking in front of the car with

a red flag. They should not have exceeded 4 mph on any part of the journey. Ellis had hoped to be arrested so that he could make a test case and repeal the law. But the police stayed away.

Needless to say, Walter Arnold was found guilty on all four charges and fined 5 shillings for the first count of "using a carriage without a locomotive horse" plus £2.0s.11d costs. On each of the other counts, he was to pay 1 shilling fine and 9 shillings costs. Effectively then, his speeding offence cost him a shilling. The subsequent publicity surrounding his speeding offence probably wasn't entirely unwelcome, and it was certainly a game changer for the automobile. It's not clear whether Arnold *deliberately* set out to get caught violating the Locomotives Acts, but either way, his could reasonably be regarded as a "test case" as part of a broader push to reform and loosen the existing regulations on motor vehicles — which would, of course, have the indirect effect of expanding the market for Arnold's products.

Later in 1896, the U.K. parliament duly increased the speed limit to 14 mph.



COUNTDOWN MARKERS

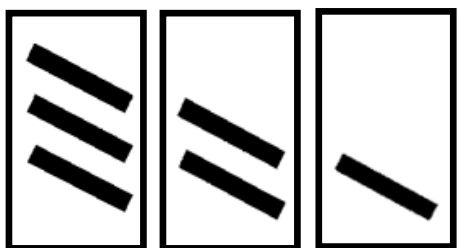
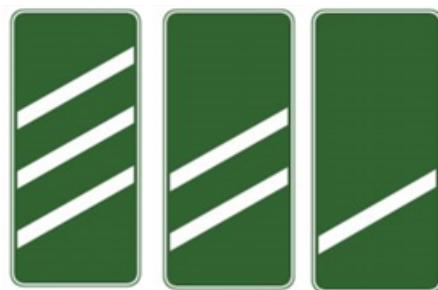


Most road users will know there are countdown markers on the approach to a motorway exit which are white on a blue background. You will hopefully know they are placed at 100-yard intervals prior to the slip road. Some may even know the best time to indicate you are leaving the motorway is at the 300 yard marker. That means if you are travelling at 70mph you will travel the 300 yards in a little under nine seconds. If your indicators flash at the correct rate of 60 to 120

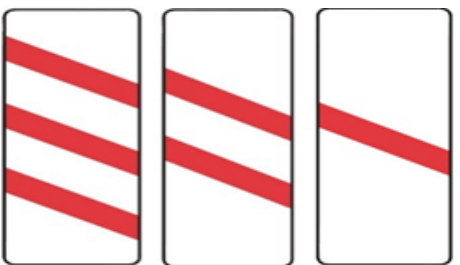
flashes per minute, your indicators will have flashed somewhere between 9 and 18 times. In other words, that's plenty of warning for the benefit of any road user behind.



White bars on a green background are placed similarly on primary routes and signify the countdown to a slip road or roundabout or the end of a dual carriageway. The ones on the left would be placed on the nearside verge and the ones on the right on the central reservation.



Black bars on a white background are used on other routes and can be a countdown to anything that needs to have your attention drawn to it. They are seen rarely so perhaps make it in your way to spot them and find out why they are being used. Approaching speed limits is usual but I have seen them on the approach to the end of a weight restriction.



Red distance markers on a white background are seen less frequently as they signify the approach to a railway level crossing. They are used specifically if the crossing is concealed such as round a bend. These signs are not placed at the 300, 200 and 100 yard distance but placed to divide into equal lengths the distance between the first marker, with three bars, and the

crossing. If the signs are duplicated on the off side of the road, for greater emphasis or to improve visibility, the slope of the bars is reversed. Where queues sometimes extend before the crossing warning signs, especially if the end of the queue might be **hidden** by a bend, queue warning signs might be necessary.



Of course there are the dreaded roadworks on the motorway. There is usually advanced warning of any lane closure with these familiar countdown signs.

Continuous personal development or CPD is used in many industries and organisations and West Yorkshire RoADAR is no exception. We describe those wishing to develop their skills after passing the advanced driving or riding test as improvers or refreshers.

Dave Robertshaw takes up the story: *I had one New Years Resolution at the start of 2023: to finally update my RoSPA re-test, which I'm ashamed to admit had lapsed in 2019. I would imagine mine is a familiar story post-pandemic; 2019 was a very busy year for me career-wise and I had every intention of picking up the RoSPA test in 2020. But then of course, wider events took place and the re-test went on the back burner.*

Fast forward to a dark Sunday afternoon in early January and I reach for my copy of Roadcraft and start reading. I like to think that I follow the system of car control in my everyday driving, so although my last test was in 2016, the theory side of things came back to me quickly. What about the practical skills though? Well for that I needed some independent feedback. While I thought my driving was still at quite a good standard, without feedback I had no real idea of where I'd inevitably slipped since 2016 and where I should be focussing ahead of the test, so I considered a pre-test run to be vital preparation for the real thing.

In early March I received an email from our regular contributor, Dave Robertshaw, who made a welcome but not unusual request. He asked if I would be happy to check his driving in preparation for his advanced triennial car test. Having explained why his triennial retest and not taken place, I told him this was not unusual as some members had not renewed their membership and many tests had become overdue because of similar circumstances. I readily agreed, and we arranged a mutual time and date.

Dave arrived on time for the drive and his documents were checked and an eyesight test carried out before we set off. His car was as expected, spotless inside and out and it was apparent he takes a pride in his vehicle. I advised I could conduct the drive as a pre-test assessment by making notes and giving him a de-brief at the end or I could critique during the drive. He opted for the latter and I agreed it would probably be more beneficial to him. He started

with the pre-drive checks and omitted very little. The route was one I had planned of similar duration to a test, on motorways and rural and urban roads with various speed limits. **Observations** and reaction to hazards were excellent and the points requiring advice were minor but would hopefully help him to perfect his drive on test. A coffee back at my house and a chance to debrief the drive, with some positive feedback, hopefully gave Dave the confidence to apply for his test. This was backed-up with a written report emailed to him later that day.

Martin greeted me cheerily despite the dismal weather and complimented me on the condition of my elderly but very clean BMW. A good start; at least the car had met the grade. I ran through the pre-drive checks and Martin usefully directed my attention to the IAM SAFE driver check in the back of Roadcraft. Not one I'd covered before, so a useful tip before we'd even set off.

I wasn't particularly familiar with the area that we were driving in, however I felt like I got off to a nice smooth start, despite forgetting the running brake test (oops). Martin had picked out a good route, with a range of driving environments and some tricky sections, the first of which was a rather complicated junction over a dual carriageway. This one made me think a bit, but again I was pleased with the way I negotiated my way over this and into the traffic on the opposing carriageway.

The next challenge was a road that I am familiar with and which I thought may feature on Martin's route; a very long wide stretch of 30 mph road past a new housing estate near Wakefield. A Car Tutor's delight no doubt and a driver's nightmare! I piloted the BMW at 30mph along this challenging stretch, watching the speedo needle like a hawk.

Onto some more interesting country roads now and an opportunity to explain the limit point and try some commentary. An oncoming bus gave me a chance to demonstrate I was using cross views through gaps in the hedge to read the road ahead. As the road narrowed, Martin suggested an earlier use of the horn on bends with limited visibility and we discussed the issues around hearing a horn signal. Further good advice from Martin: sound the horn for longer and lower your window slightly to listen out for horn signals from

others.

The next section took us onto the M1 and as we made progress and I looked to avoid positioning myself in a 'sandwich' situation in Lane 2, the conversation turned to the relative merits and reasoning for positioning on motorway slip roads and the difference in position required to maximise views on uphill vs. downhill slip roads.

The final stretch featured a very tight and narrow bend immediately after a bridge, which I timed perfectly and a turning at a crossroads which I made a complete mess of. I was probably getting tired by this point, because although my reverse park onto Martin's drive was ok in terms of manoeuvring, I could certainly have taken more time over it and demonstrated good practice in lowering my window and re-setting my door mirrors.

With the (now muddy) car secured, Martin invited me in out of the rain for a brew and a de-brief. Overall, I thought the drive had gone quite well and I was pleased to hear Martin agree. I've come away with a few areas on which to focus prior to my test and have some useful tips on how to improve as the date approaches, plus reassurance that I'm up to test standard.

I've always found these assessed drives very useful and not just before the test. Skills can slip over time, so I'd certainly encourage other members to have an interim drive with a Tutor, even if the test itself is a while off. I've put in for my test now and am awaiting notification from my Examiner. Wish me luck!



If you are an advanced driver or rider, it doesn't end there. Don't wait for your test reminder. You can have improver or refresher sessions at any time during your group membership. Just ask the car or motorcycle training officer and a mutually convenient time can be arranged.

Check out Dave's **test** result on page 10.

Advanced Drivers and Riders

Passed RoSPA Advanced Driving Test

Gold

Pat Pedley

Paul Bentley

Dave Robertshaw

Chris Luty

Jamie Feaviour

James Stier

Passed RoSPA Advanced Motorcycle Test

Advanced Tutor Retest

Dave Green

Gold

Rob Hall

RoSPA do not inform groups of test results.

If you pass your advanced driver or rider test and would like the result to appear here, please let me know.

Riders

WYG-RoADAR Committee



The committee reverted to in-person meetings for this year but unfortunately the March meeting was cancelled due to the snow. RoADAR groups received notification from RoSPA informing us they are considering a three tier membership to include three different benefits, for Advanced Drivers and Riders. It was suggested there would be a lower fee of £30 for an affiliate member, but this would not cover a triennial retest. An increase from £40 to £45 for members who would receive the same benefits as they do currently, including the retest and a premium membership of £55 to include more benefits. I did email them with my personal thoughts in response. Lets see what happens.

Three members of the committee travelled to Hatfield Woodhouse in April to meet Karl Hughes, who was attempting to reform the South Yorkshire group. With a very disappointing turnout of just two others who had responded to Karl's appeal for members, he has decided to discontinue his quest.

The April and May committee meetings were once again in person. There was a lot to cover and needless to say they did go on a bit longer than planned, but the agendas were cleared. It was agreed we could purchase more mugs for gifts for our guest speakers and new members and these are now available to members to purchase at group meetings for £4.50 each.



There have been three group presentation evenings since the last edition. David Gallagher, the young drivers ambassador gave a very enlightening presentation in March. It was disappointing we had no young drivers in attendance but we have one new member who fits the criteria to receive free membership and take up the offer of training. We were blessed with another visit from the new owners of Ridewell Tees Valley in April and although their presentation was geared up to promote their business and advanced riding, it was informative. The May group meeting was a presentation by Alan Hiscox of the British Horse Society about the Dead Slow campaign. You may remember the article in the Autumn 2021 edition about the campaign which started in May of that year.

There's a prize for the first to email me the secret message?