

ROSPA

Advanced Drivers and Riders West Yorkshire



Drivers

Torque

Autumn 2020

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Training Centre

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The Royal Society for the Prevention of Accidents

TORQUE AT THE TOP

BOYS TOYS



Meet CYD



FOCUS ST170

Riders

From the Editor

Well this has been a very different last few months, so I have included some articles about what group members have done during the lockdown. Having exhausted articles on meet the examiner I thought I may as well go to the top. I therefore contacted Errol Taylor, RoSPA Chief Executive, and he was good enough to spare me some time to answer some questions for an article (Page 3).

Our Regional Senior Examiner, Jim Muter, has decided to retire. He was approached by the Editor of *Care on the Road*, for the article which you may have seen in the latest edition out this last week. Jim pointed him in my direction as I had already covered his experience in the Spring edition of Torque, so the article may seem a little familiar. A replacement RSE has been appointed but yet to be officially announced.

The motorcyclists were able to resume their training in July and some tests have been held with great success, as can be seen on page 10, but there is still no sign of the car training resuming for obvious reasons of the inability to socially distance. So if you are part way through your training, try not to be too disheartened for I am sure you tutors will be in touch as soon as possible to continue your training.

Zoom meetings for the committee and tutors have been held. A virtual group meeting was planned and postponed a couple of times due to some technical difficulties, but there is one proposed for 22nd September and you will be notified. Although group meetings are still not allowed, I did meet with two fellow tutors for a socially distanced coffee outside a local hostelry and it was good to catch up. Our discussions did lead to our driving knowledge and subsequent meetings saw us testing each other on *Highway Code* and *Roadcraft*. You can email articles to torque@wyg-roadar.org.uk

Our group meetings held on the fourth Tuesday of each month at the Miners Welfare Hall, Main Street, Garforth are well received. Although they are currently not being held, you can look forward to next year's programme as there may be something of interest and the bonus of free refreshments. I am looking for members who attend to write about the presentation. Please let me know if you are able to assist. www.wyg-roadar.org.uk

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.

AUTUMN 2020



Martin Jones (Editor)



2020 Committee

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Errol Taylor RoSPA Chief Executive — *Martin Jones*

Errol Taylor started his RoSPA career in June 2004 as the charity's Business Development Director and became Chief Executive in 2017. I contacted him recently on behalf of *TORQUE*.

He told me, "Before joining RoSPA, I worked in senior client-facing roles in the UK's retail, manufacturing, automotive, engineering and services sectors. I was spending a lot of time travelling between the USA and China, selling British expertise. I had little knowledge of the vital work that is done by the UK's voluntary sector. The reason I joined RoSPA was because I had 'accidentally' become a safety champion, working for the British Standards Institute (BSI). Britain had (and still has) an excellent reputation for management systems in general and occupational health & safety in particular. RoSPA had a legendary reputation within the world of safety so when the opportunity arose, it made sense to join the experts. This was the best choice I've ever made because it is so much more rewarding to work towards a vision (in RoSPA's case it is 'Life, free from serious accidental injury') rather than just generating profits for shareholders."

When I asked what his work involved, he told me, "Emails, meetings, meetings and more meetings! Before the COVID-19 lockdown it also involved a fair amount of travelling to Russia and countries in the Gulf region, where there is a tremendous appetite for RoSPA's approach to improving road safety. I really enjoy meeting people, understanding the challenges they face and trying to come up with solutions that reduce accident rates...and generate income for RoSPA. Although RoSPA is a charity, I'm acutely aware that we make our living by selling our expertise to governments, companies and individuals."

Our group had a presentation from our Regional coordinator, Lee Davies and I asked if this relatively new voluntary role was his idea. He said, "I'd like to claim the credit but no, this idea came from within the RoADAR team, led by Amy Brant. I prefer to give my teams a high degree of freedom to do what is right for their part of RoSPA. Regional coordinators make sense because they provide a vital link between the large number of local RoADAR groups and our small team at RoSPA HQ."

Errol is a car enthusiast and a cyclist, but cannot claim to have any specific road-safety expertise, but did say, "I am an engineer by training (my first degree was in mechanical engineering and my first 'proper' job was testing tractor brakes for Lucas Girling) and I'm so impressed by the way that road-safety professionals have used evidence to systematically drive the three E's of accident prevention: Engineering, Enforcement and Education. This systematic approach has helped to make the UK's roads among the safest in the world. While stuck in traffic jams, I've often fantasised about whizzing past queues on a motorbike. However, the logical engineer in me quickly takes over because I'm all too aware of the vulnerability of motorcyclists, the high accident rates and how their lives are put at risk by the dangerous behaviour of a minority of other road users. Even with phenomenal riding skills and brilliant anticipation, motorcyclists face too many hazards for me. One of my favourite images is '*Journeys End!*' by Roland Davies but instead of an exclamation mark, I think there should be a question mark: who knows what happens next? Because our cities are so congested, average speeds are low and urban cycling today, is relatively safe. I love cycling because it helps me do my bit for reducing exhaust emissions and congestion while also giving me a bit of exercise. Cycling between RoSPA HQ and our training centre on the outskirts of Birmingham is often the only exercise I get during the week."



Errol told me he currently drives a white (for visibility!) BMW 320 Efficient Dynamics diesel. "This is my second 3 series BMW and I'm still really fond of the car. It is superb at doing everything I need. It is quiet on the motorway, handles well on twisty country lanes and is incredibly economical despite my enthusiastic use of the accelerator. The car's suspension is amazingly good at coping with the deteriorating state of our roads. My folding bicycle fits perfectly in the boot, allowing me to use the motorways for the long-distance part of my commute and cycle along canal towpaths for the first/last few miles. My only worry is the way diesel engines have suddenly become 'public enemy number one' after years of being praised for their efficiency. Although they are expensive, my next car is likely to be all-electric because cars like the BMW i3 are pollution-free, smooth, quiet and fun to drive."



Having learned to drive when still at school and after a year of being accompanied by his mum in her Mini 850, he passed his driving test after just one lesson. He believes driving license acquisition today is much more challenging and expensive so that he feels sorry for teenagers who are learning to drive. He says "At least modern telematics provide an alternative to accompanied driving, with an electronic Big Brother monitoring cornering, braking and acceleration ... and insurers using this data to penalise aggressive driving with higher insurance premiums. I firmly believe that everyone is entitled to travel around our road network but they're not entitled to put other lives in danger."

When I asked about his advanced driving qualification, he told me, "All RoSPA's company car drivers must pass the RoSPA Advanced Driving Test. When I joined RoSPA, I was aware that my driving wasn't particularly good. I'd had a few too many low-speed shunts that were my fault and picked up the occasional fine for speeding. In my first few months at RoSPA, I found myself on our defensive driving course and was shocked by how much I had to unlearn and then re-learn. I had to familiarise myself with a much-changed *Highway Code*. My state of mind changed from fighting my way through traffic to one of almost being 'mindful': efficient, alert, anticipating and forgiving. After a month of practising what I'd been taught, I took my Advanced Test and was very relieved to pass ... at silver level. The best bit of feed-

back I received was from my children who said that my driving had improved to the point that they didn't feel car-sick any more. Three years later, I managed to reach gold level and to this day, I'm determined to remain a gold grade RoSPA Advanced Driver. Based on my own driving 'career' and plenty of evidence from around the world, I think there should be mandatory re-testing for all drivers. This would encourage road users to be far more courteous to each other and our roads would be far safer for all, especially vulnerable pedestrians and cyclists."

Knowing there has been some concern about the increase to £40 of the annual RoSPA subscription, I asked if he could explain how that money is used.

"RoSPA needs to cover its costs and RoADAR is no exception. The annual subscription is vitally important to us because it covers the cost of largely hidden services including motor insurance for RoADAR in-vehicle training, the RoADAR team in HQ and all the other HQ activities such as HR, IT, enquiries, admin and legal advice. I'm keen to increase the amount of face-to-face interaction between RoSPA HQ and the groups but this often requires time-consuming travel and expensive venues. The COVID-19 lockdown has taught us that we can do far more than we thought by using video conferencing so we might be able to use technology to bring RoSPA HQ closer to the groups. I'm also a fan of groups running local social events such as track days, skid pan training, and treasure hunting, and attending motorsport events at brilliant venues like Silverstone, Castle Combe, Donington Park and Goodwood. Sadly RoSPA, is going through a tough patch at the moment because we have lost about a third of our income (from face-to-face activities like classroom training and conferences) and don't expect a quick recovery of this income. We are having to make some very hard choices to make sure that RoSPA emerges from the COVID-19 disaster, fitter, leaner and better than ever before."

Finally, I asked if he had any advice for members.

"Enjoy perfecting your advanced driving/riding skills and make the most of the company of like-minded friends. Everybody, at any stage in life, can learn from others. There's so much satisfaction to be gained from doing things well and doing things better today than you did yesterday. Motoring and riding is changing at a faster pace than ever before. Most cars and some motorbikes will – at last! – move away from smelly/noisy/high-maintenance diesel and petrol engines, in favour of eerily quiet, clean, high-torque electric powertrains. Motorists and riders will have to learn to share more of the road with 'active travellers' on bicycles and e-scooters. This is a change for the better and it makes sense for advanced riders/drivers to adapt their skills and welcome the forthcoming electric revolution."

Blinded by the light - Martin Jones

Electronic parking brakes (EPB) and Auto Hold do seem to cause drivers some confusion. We are all no doubt aware that when you stop your car using the footbrake, the rear brake lights illuminate and when you release the brake pedal the lights extinguish. The handbrake or EPB does not illuminate the brake lights.

As technology improves, more and more cars are fitted with EPB and Auto Hold but there seems to be some conflicting advice and it varies between manufacturers. My last car, a manual Hyundai Santa Fe, was fitted with both these features. I used Auto Hold which activated once stopped using the footbrake. Once the pedal was released, the brake lights remained illuminated until I drove away. If stopped for more than a few seconds, I applied the EPB which also extinguished the brake lights. All good with this, other than having to reset Auto Hold after every use of the EPB which did seem to negate having Auto Hold as a feature in the first place.

My latest car is a newer Hyundai Santa Fe Automatic with the same features but they work slightly differently. When Auto Hold is activated it remains active until it is deactivated by the driver, even after use of the EPB, so no having to reset all the time. However, I have found when Auto Hold releases by pressing the accelerator, the drive away is far from smooth so I tend not to use it. After all, is there any difference in just keeping the right foot on the brake pedal as the brake lights are illuminated? If I am stopping for more than a few seconds, I activate the EPB.

Whilst this method does seem to negate the automatic features the manufacturers have taken great pains to invent and fit to our cars, I have to go back to the brake lights. Rule 114 of *Highway Code* states, **"You MUST NOT use any lights in a way which would dazzle or cause discomfort to other road users, including pedestrians, cyclists and horse riders."** This is Regulation 27 of the Road Vehicle Lighting Regulations 1989 and therefore against the law. So the safe and legal option is for the brake lights to be illuminated until following traffic has become stationary then apply the EPB or handbrake and release the footbrake, thus minimising glare to road users behind. Drivers should therefore check to see exactly when brake lights are active to avoid dazzle.



Thatcham is calling for a standardised warning light for all vehicles fitted with advanced driver-assistance systems (ADAS) to alert drivers when they are not working correctly. Most current systems, which include autonomous emergency braking, adaptive cruise control and collision avoidance, do not show warnings if they malfunction. ADAS typically uses radar and lidar scanners and sensors, usually housed inside bumpers and behind the windscreen. Minor damage can occur and go unnoticed causing these sensors to be ineffective and dangerous with the driver being unaware.

Whilst we are talking about parking brakes, if you have a mechanical handbrake, do you press the ratchet button to set it or not? You should check the manufacturer's handbook as some advise not to. It doesn't sound professional when it is applied without pressing the button and it can wear out the teeth on the ratchet so either way, why not press the button until almost at the end of travel, then feel and hear the last couple of clicks?

Tailgating - Philip Woodhead

We know we have to follow the social distancing guidelines for health reasons during the current pandemic, but this is similar to tailgating. Similarly when we stop our vehicle we keep a safe distance from the vehicle in front bearing in mind the 'tyres and tarmac' rule. Drivers should not tailgate and a safe distance should be maintained for safety reasons.

New figures show that one in eight of all road casualties is caused by people who drive too close to the vehicle in front, with more than 100 people killed or seriously injured each year. While a small minority of tailgating is deliberate, most is unintentional by drivers who are simply unaware they are dangerously invading someone else's space. Tailgating is one of the commonest causes of vehicle collisions, but because this form of risk taking doesn't always end in a collision it becomes a bad driving habit. As we know, if we are being tailgated, we should increase the gap between ourselves and the car in front creating a greater stopping distance in case the driver in front stops suddenly. Tailgating means that driver is not keeping a safe distance behind the vehicle in front.



The measure of 'safe distance' depends on the speed at which you are travelling, visibility and other road conditions. We should be driving at a speed so we can stop safely in the distance we can see to be clear on our own side of the road.

Tailgating is often used by the driver of a vehicle being driven at faster speeds, to force drivers to pull out of the way and puts both vehicles in danger. It is a dangerous habit which involves a driver travelling too closely to the vehicle in front, making it unlikely they would be able to avoid a collision if the driver were to brake suddenly.

Typically, someone is tailgating you because they want you to drive faster. But remember that it's not your responsibility to follow their desired speed limit, just the signposted one. In more severe cases, tailgating may be an expression of road rage.

Drivers caught tailgating face a £100 fine and three penalty points or in the worst cases, tailgating can result in a careless driving charge, or a court imposed maximum £5,000 fine, a driving ban or even a prison sentence.



2 metre rule and 2 second rule—notice the similarity?

Volunteer Riding during COVID-19—Tony Baker

My wife Marie works as a Senior Staff Nurse in Theatre Recovery at St James's Hospital, Leeds. During the COVID-19 pandemic, things changed for her. Theatre suites were rapidly converted into red area COVID pods and she and her colleagues had to deal with something very different and very dangerous.

I had continued working during the lockdown as the company I work for, Nestlé at Halifax, makes confectionery, and my role as an engineering shift technician is classed as a key worker. Hearing how things were at the hospital made me struggle with how, in comparison, I could be classed as a key worker.

With this in mind I set about looking for voluntary work. The NHS volunteer site had gone into meltdown at the fantastic response of those wanting to help out, so I looked for other ways. I finally found Voluntary Riders UK (VRUK), a Facebook group set up as non-profit with the aim to play a part in helping to get basic PPE to those who needed it. The group mainly deliver to care homes, 2nd and 3rd-line health services and the occasional trip to a hospital to deliver "ear savers" for the face masks.



VRUK have a membership of over 3,600, so Facebook can work and do something good. The jobs I have done for VRUK have taken between 3 and 5 hours with quite a few miles racked up. There have been some motorway, great A and B roads and some city riding.



I think my best volunteer job was one I organised and carried out personally. I knew we had a small pallet of Kit Kat Chunky's in boxes at work, so I asked if I could pay towards taking some to give to the staff working in the COVID areas at St James. When the company learned who they were

for, they readily donated them. I collected all 15 boxes of 24, so full panniers, top box and expandable tank bag, and off I went to deliver them. The hospital staff are in full PPE for 4 hours at a time so when they can "have a break and have a Kit Kat" with their cuppa it puts a smile back on their faces.

My daughter has also managed to carry out a few jobs for VRUK.

Great work Tony. Kit Kats at the next meeting? Editor

Roadcraft History

With the growth of the Metropolitan Police fleet of vehicles, Hendon Driving School was established in 1934 to improve police driving and reduce the number of

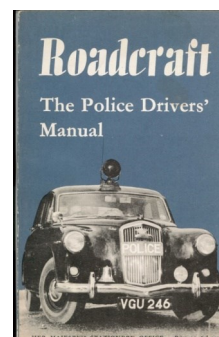
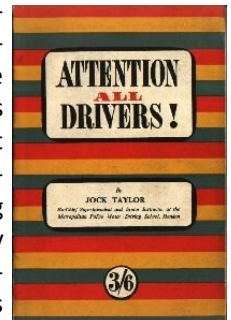


METROPOLITAN POLICE DRIVING SCHOOL, HENDON.

accidents. In 1937 the Commissioner of the Metropolitan Police appointed Lord Cottenham, (Mark Everard Pepys, a well-known racing driver) to train driving instructors in advanced driving. Lord Cottenham's instructions allowed drivers to be in control of any situation they faced; through using an ordered system of car control they could ensure their vehicle was in the right place at the right time, travelling at the right speed and in the correct gear to clear a hazard safely. This subsequently reduced the Metropolitan Police's accident rate by over two thirds.

The *Roadcraft* system of car control has been used for over 80 years by police drivers. It is simple but highly effective, is an integral part of the *Roadcraft* driver and rider handbooks and remains virtually unchanged to this day.

Lord Cottenham's notes were later published by a former senior Hendon instructor, Jock Taylor, in 1954 under the title *Attention All Drivers!* In 1955 it was decided the public might also benefit from the training so the notes were edited and published by HMSO, appearing for the first time as *Roadcraft*. It quickly became a bestseller and in time its contents were recognised internationally as the foundation for driver training.



Since 1955, *Roadcraft* has been developed and updated by leading experts. Several new editions were published between 1960 and 2007, each incorporating changes in legislation and improvements in driving practice while retaining the best of the previous editions. In 1965, the first edition of *Motorcycle Roadcraft* was published, followed by further editions between 1973 and 1996.

From 1994, the Police Foundation took responsibility for producing *Roadcraft*, widening the range to include *Towing Roadcraft* (2000), *Fleetcraft* (2001) and a DVD edition, *Roadcraft: the Police Driver's Course on Advanced Driving* (2005).

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The 2020 editions of *Roadcraft* and *Motorcycle Roadcraft* will be published later this year.

If you've read my previous articles in *Torque*, you'll probably have concluded that I rather enjoy messing around at the very bottom end of the use-car market. And you'd be correct. Newer cars are all well and good: I also run a 2018 Astra Turbo 200 (a great unknown performance car, but shhh... keep that to yourself, my wife thinks it's a sensible family hatchback; however, my preference is to run something old, especially if it's a car I couldn't afford when it was new.

This brings me onto my latest old-car purchase and topic of this instalment, the Mk1 Ford Focus. This was a revelation when launched in 1998; Ford had produced a car which moved the game on significantly in how a small family hatchback should drive and handle. Even the base 1.4 could induce a grin on twisty B-roads, but it wasn't until four years into the Mk1's production run that Ford produced the first performance-oriented model: the ST170.

The ST170 brought some subtle sports-oriented styling additions to the Focus, plus a new 170-bhp 2.0 engine, some suspension tweaks and a 6-speed Getrag gearbox. Reviews at the time waxed lyrical about the chassis and handling, but were less favourable about the gear change and lack of outright grunt in the face of more powerful rivals from the likes of Honda. 18 years from its launch, I decided it was time to sample a ST170.

Finding one, however, wasn't as easy as I'd thought. These are old cars now, and many have been (hideously) modified, or were advertised with obvious faults, serious rust issues or short MOT's at silly prices. After a few weeks of looking, I called a trader in Shropshire who had a reasonable-looking example advertised quite cheaply. It subsequently transpired he had two ST170's for sale, so it seemed worth the journey.

I'll admit now that I hadn't realised just how far into Shropshire the dealer was located, but after three hours driving into an increasingly rural setting my journey ended at the top of an unmade track. Sat in the courtyard in front of us were a shiny silver ST170 and a rather down-at-heel blue example.

Inspections and test drives revealed the silver car to be full of rot and with a gear change stiffer than a 1950s tractor, but the blue car to be less rusty and mechanically pretty sound.



Pretty sound until the engine light illuminated at the end of the test drive. The trader looked deflated and sensing an opportunity I made a sensible, but low offer which he accepted on the condition I "take the thing away now", which is exactly what I did. Within 30 seconds of driving back along those rural roads, I could see what all the fuss was about. Yes, this old car was dirty and cosmetically a bit rough, but the handling was brilliant. Steering feedback is excellent, enabling precise placement of the car through the bends, and the body control when changing direction is very impressive. It really could teach a good number of modern cars a thing or two about chassis dynamics and driver enjoyment. I think the gear change is fine, but agree that the engine could do with a bit more power. It needs to be revved to get the best out of it. I got it home without incident and have been working through its various issues. Some welding was required and I've sorted the cosmetics to make it look a bit younger. Various electrical things that didn't work now do. I've still not quite got to the bottom of the engine light, which seems to be down to irregular O₂ sensor readings, but it does run fine and we'll get there.



I got the car home without incident and have been working through its various issues. Some welding was required and I've sorted the cosmetics to make it look a bit younger. Various electrical things that didn't work now do. I've still not quite got to the bottom of the engine light, which seems to be down to irregular O₂ sensor readings, but it does run fine and we'll get there.

The original intention was to take it on the North Coast 500 route around Scotland, but the coronavirus pandemic put paid to that. I need to renew my RoSPA test this year, so it seems like the ideal car to get some practice in and enjoy over some challenging Yorkshire roads.

Good luck with the car and of course the test. Editor



Five symbols, but what do they all mean?

Boys and their toys - *Martin Jones*

After eight weeks of isolation and social distancing, and the day after the Prime Minister eased the lockdown, I received a phone call from a friend. He and his wife have a small caravan site at Glenthams Grange near Market Rasen in Lincolnshire. It only opened in 2019 and they had been working tirelessly on this new venture until it had to close because of the coronavirus pandemic. They have five hardstanding caravan pitches, a shower block with five-star facilities and have two, two-bedroom holiday-homes converted from a former cart barn. They also run a small on-site shop, selling essentials for the visitors.

Planning permission had been granted at the end of 2019 allowing an increase to twenty caravan pitches and for the excavation of a one-acre fishing lake with landscaping. This is where I came in. Another of their friends is a groundworks contractor and was due to arrive on site with an 8-tonne Hyundai Robex excavator and a 9-tonne Thwaite dumper truck to start the excavation, and I was offered a job driving the dumper.

At the end of the week, after the government had encouraged workers to return to work if they could not work from home, and travel restrictions had been lifted to go anywhere, I decided it was safe to take up the offer. In order to save unnecessary travel and so we could continue to isolate and socially distance, we took our caravan to sleep in. We have full on-board facilities so even if those on site had been open we had no need to use them. We set off, armed with a letter from our friend outlining my employment and the necessity to travel, just in case the police thought we were just going on holiday.

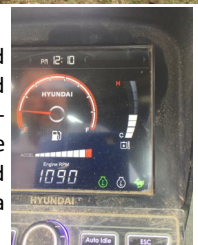
The dig had already commenced when we arrived and now there were also a 13-tonne JCB excavator and a second dumper driven by one of the contractor's employees on site. So with me driving the first dumper, hopefully things could move a bit quicker.

My dumper is driven by a Perkins 1104 D-series turbo diesel engine and a four-speed gearbox. The appropriate gear is selected for the individual task. So if the road is smooth and speed is required then 3rd or 4th gear is appropriate, but if carrying a load, or slow speed and more torque is required, then 2nd would usually suffice. All the gears worked in forward or reverse, selected by a lever similar to an indicator stalk next to the steering wheel but the gear had to be selected when in neutral. With just a footbrake, accelerator and a parking brake for me to think about. No pull-push method of steering, as the knob fitted to the steering wheel made for quicker turning and manoeuvrability. There was of course the dump lever which I soon got used to and became quite competent at putting the earth in just the right place. Driving under the fully-loaded bucket of the digger was not always straight-forward but again I quickly learned.

Things didn't go exactly to plan as the groundworks contractor had other business and he had to leave site to deal with that, but I kept busy and even had a few hours clearing topsoil with the 8-tonne excavator. This was an entirely different vehicle to drive, with caterpillar tracks which can be controlled by the feet or with hand levers.



With only two speed settings of 1.7mph and 2.7mph, they were universally identified on the console by illuminated symbols of a tortoise and a hare.



So driving it was simple but controlling the arm and the bucket with the two joysticks was not that straight forward and scraping the top 12 inches of topsoil was tricky. I had only ever been to Diggerland with the grandkids but I know if we return I will be a lot more competent.

Approximately 16,000 tonnes of clay was excavated to create the lake and the majority of it was moved in the dumpers to the east side for the landscaping which was then created by the contractor in the excavator. I returned a week later and assisted moving the topsoil back on top of the clay...

This opportunity gave us the chance to enjoy a few days of different scenery and I was able to repay a friend whilst we were able to still socially distance.



CYD—a 50 year old story –Jon Browne

On the 12th January 1971, a retired district nurse called Ms Nora Roberts left her home in Mount Street, Taunton and walked less than a mile to Silver Street Motors, just around the corner, to collect her third and, as it would transpire, last Morris Minor. She'd already owned a couple, the previous one a soft top, and had, as many district nurses of the day did, fallen in love with the simple British utility car.



CYD 662J was one of the very last of the Morris 1000s ever built. Indeed, there were only another 126 2-door saloons built after her. The old 'Woody' Traveler continued in production until spring 1971, but CYD was built in November 1970, the last month of saloon production. She was, of course, immediately christened 'Cyd' as in Cyd Charisse, a famous Hollywood actress of the era, most well-known for her role in *Singin' in the Rain* (1952) with Gene Kelly. Unfortunately Nora only ran her for a year or two before suffering a debilitating stroke which left her unable to drive, and Cyd was left in the converted carriage house at the end of the garden.

In around 1972 Nora agreed to sell Cyd to her nephew, the son of one of her sisters, who wanted a replacement for his wife's Austin A30, which was lacking in creature comforts such as a heater. It became the family runabout, and their son took his test in it in 1976, which he passed.

When the nephew was posted to New Zealand in 1979 as Operations Director with BP, Cyd was sold to the company so that it could store her under its own insurance for the day they returned, but after a year she was transferred out from BP and to their son-in-law. He needed a car as his was past saving, and he was about to be posted with the RAF to the Falklands, and there was no point in him buying one when his wife was not a driver (then). He kept it until 1982, when both he bought a new car and his in-laws returned from New Zealand and the lady of the house needed it back.

In 1990 it was decided that a 20 year old car no longer fitted the bill, and something more modern, with power steering and disc brakes etc. would be more suitable, so a Volkswagen Golf was procured, which left poor old Cyd about to be traded in and discarded from the family where she'd been looked after for 20 years. At this point the son, who, if you remember, had passed his test in her, suggested that she was part of the family and if no-one else would look after her, he would, and she duly moved in with him. (Here's a picture of Cyd in Dalby forest with the grand-nephew and great-grand-niece of the original owner in 1991)

Nora Roberts was my great-aunt, one of the sisters of my grand-mother, and Nora's nephew was my father. Cyd has been with us for 30 years now and is still going strong. The little 18-month-old girl in the picture is now 30 and has herself driven Cyd occasionally, making it 4 generations of drivers from the same family.



Cyd is a Minor 1000, Series 5 Deluxe (AD059 model), with the 1098 'A' Series 4-cylinder engine, producing approximately 48 bhp when new, and a top speed approaching 77 mph (we've been told). You can tell she's a deluxe by the bumper over-



riders. Modern equipment included a car heater, and windscreen washer (now electrically powered for MOT reasons). The car has no power steering and no servo-assisted braking, relying completely on her four drum brakes. She is still positively earthed and in almost original condition, with only the paintwork having needed minor attention. She has under 58,000 genuine miles on the clock, has been looked after and regularly serviced and still runs beautifully.

The bag on the back seat contains the car blanket, an absolute must for travelling in cold weather.

Now that I've retired and with more time to play, we intend to visit one or two of the Morris Minor Owners Club events, and the York Historic Vehicle Rally at the Knavesmire on September 20th, if things allow.

In one of my previous articles, I weighed up the difference between owning a motorhome or a caravan. I settled for the latter, with my tow car a Hyundai Santa Fe which I bought new in 2010. Although I was delighted with the car, I did in fact trade it in at the start of 2016 for a 2015 model which was only 10 months old and had only covered 7000 miles, resulting in a big saving on the cost of a new car. I did notice the difference in the design and quality. There were a few more safety features on the car and had I taken the time to read the handbook I would have known how the speed limiter worked, perhaps not been caught by a speed camera, not had to attend a speed awareness course and perhaps never decided to join RoADAR and become an advanced driver, but that's another story.

Needless to say, as my second Santa Fe approached five years old I was undecided if a new car was on the cards. Technology is advancing so fast with hybrid and electric vehicles and hydrogen power looking like the greenest option which all made me ask could a new petrol or diesel car become worthless. Looking at our lifestyle, we spend quite a lot of our time travelling the country with our caravan in tow and our two dogs in the back so the car has to suit those needs as a priority. I did consider a Tesla X, which has the capability to tow, but the price is way out of my range. Hyundai have improved the look of the new Santa Fe and although the changes are subtle, a test drive quickly altered my view. The engine is the same, a 2.2 turbo diesel giving 197bhp, which I have been very happy with, but this one is an 8-speed H-TRAC automatic gearbox with comfort, eco, sport and smart modes and can be used as a semi-auto using the gear shift or paddles. If you have read previous articles, you would know I have test driven a Range Rover and the Mercedes G63, both automatics. I have also tutored a couple of my associates in their automatics but not considered one for myself. I was concerned about giving demonstration drives to my associates but circumnavigate the issue by using my father's Hyundai i20 as he only lives a mile away from me.

My big concern was the price so I went to the showroom armed with the facts. I had alternative prices for new cars at various Hyundai garages around the country stored in my phone and an on-line valuation for my existing car. After ascertaining the dealer had recently sold their demonstrator and the one I test drove was full price, but did have side steps and mats worth about £800, I was prepared to leave without a sale, as the salesman realised. He eventually caved in and sold us the car as a demonstrator with 31 miles on the clock, with the extras and a saving of over £7000. It had to be registered to the dealer initially so I am shown as second owner but a small price to pay for such a large saving.

Although my re-test is not due until June 2022, knowing what had happened with my last car, I read the handbook from cover to cover. *Roadcraft* does advise, because of rapid changes in technology it is vital that drivers should be familiar with the safety features of the vehicle and I thought it best I practice what I preach. The range is exhaustive but I have compiled a list which I keep in the glove-box and I have learned to use them as I drive. It has also allowed me to recognise the initialism's.

The car obviously has the usual air bags, anti-lock braking system (ABS) and electronic stability control (ESC) but the other features have not yet ceased to amaze me. I think the heads-up display (HUD) is the one I use the most as it is just below the eye-line, does not detract from driving and there is no excuse for speeding, especially when combined with the speed limiter or the cruise control. The legal speed limit of the road is also displayed but like everything else this is an aid and not to be relied upon.

Lane keep assist (LKA) can be deactivated but is also on the HUD and there is an audible lane departure warning (LDW). The forward collision assist (FCA) is amazing as when setting the cruise control this will slow the vehicle as it catches up with the one in front, thereby maintaining the safety gap. The blind spot monitor and warning can be deactivated, but on motorways combined with the LDW and FCA, it makes driving extremely safe. However, it doesn't mean you can completely relax as there is a driver attention warning (DAW) and even a warning to say when the driver's hands are not detected on the steering wheel.

There are sensors all around the outside of the car for reversing and both front and rear cameras, as well as cameras in the underside of each door mirror. When reverse is selected, the cameras then operate and display an overhead view of the car with everything surrounding it, making the manoeuvre extremely safe. This view remains displayed in forward gear until a speed of 9mph is reached. There is even a rear cross-traffic collision warning (RCCW) for if another vehicle approaches which makes reversing out of parking spaces so much safer.

Electronic Parking Brake (EPB) with auto release and Auto Hold are features some may find daunting but they do work well if you know how they work. Auto hold applies the brakes to all four wheels so the pedal can be released. However, this means the brake lights are illuminated which is obviously not great in the dark for following traffic so I apply the EPB if I am likely to be stationary for more than a few seconds. I have learned this is not necessarily the case for all cars with Auto Hold and it does make setting off a bit jerky when the accelerator is depressed and Auto Hold releases.

More recently, Hyundai and Kia together have developed advanced driver assistance systems (ADAS) technology, aimed at 'removing'

the human elements of driving, to reduce the possibilities of something going awry and causing a road traffic incident. While not exactly 'new', as BMW was first to market with technology that linked steering and gearboxes to sat-nav, refining the systems with greater precision has been made possible with the loosening of GPS regulations. Hyundai-Kia is soon to launch its Information and Communication Technology (ICT) Connected Shift System, which enables up to 8-speed automatic transmissions to change to an optimal gear ratio, after amassing information on

both road and traffic conditions ahead. ICT uses intelligent software in the transmission control unit that collects and interprets real-time input from underlying technologies, including 3-D navigation, cameras and radar for smart cruise control. The introduction of AI and integration with 5G will enable a significant amount of geographical learning, as well as car-to-car feedback, to bolster information and build more concise pictures. Intriguingly, in a long slow-down scenario, where a throttle-off situation may be introduced by the driver, the ICT will use a transmission clutch to engage neutral, to reduce fuel consumption. Exhaustive testing on twisty roads around the UK and Europe has revealed that the system can reduce shift frequency by 43% and brake operation by up to 11%. When joining motorways, the ICT engages sport mode automatically to aid safe merging with traffic, reverting to original mode once settled.

I am intent these features will not make me stop using the system of car control, and being automatic could even help with planning, but they are there to make me and other road users safer so I will use them. I had to wait for the car to have covered 1200 miles before towing the caravan and obviously towing 1700kg behind is going to increase fuel consumption but it copes really well. I was recently asked, if I didn't have to tow a caravan, what car I would have. I couldn't think of one so I must be happy with it.



Advanced Drivers and Riders

Passed RoSPA Advanced Driving Test

No car tests held.
Lets hope this isn't the future.

Drivers

Passed RoSPA Advanced Motorcycle Test

DIPLOMA

Geoff Blackburn, Jon Browne,

Pete Fenlon

ADVANCED TUTOR

Richard Hirst

GOLD

Steve Annakin, Andy Richardson,

Bill Mein

SILVER

Craig Tulley, Martin Benson, Lee Wilson

NEWLY APPOINTED GROUP APPROVED TUTORS

John Cavalier, Steve Annakin

Mark Glasswell

Riders

NEWS—Robot improves safety for road workers

A road-marking robot using precise positioning technology to mark out where white lines need to be painted is saving drivers hours of disruption. Besides helping drivers, it also has safety benefits for road workers and enables them to focus on completing other essential work on each project.

The robot has recently been used on the A14, making the working area safe by removal of operatives from a potentially hazardous situation. Ordinarily, pre-marking road markings is a time-consuming job, calculating the positioning of the markings and walking several miles to spray or chalk them on the road. By using the robot, road workers spend far less time in the road and are at less risk of an accident -around 250 drivers illegally drive into roadworks every month, putting workers' lives at risk. Bending down to pre-mark roads by hand can also raise the risk of back injuries. The robot also boasts improved accuracy and can mark the road faster.



The robot has been so successful that specialist contractor WJ, which adopted the technology for it to complete the pre-marking, has now invested in a second one to help complete more of its work. By completing roadworks faster, the robot will help contribute to the goals of reducing congestion, improving journey times, and supporting economic growth, while cost savings can be used to provide more or better-quality road-building materials.

WANTED

As well as you articles and stories for your quarterly magazine, I am looking for some front cover photos that are motoring based and cover the seasons of the year.

You can email them to me at

torque@wyg-roadar.org.uk

Dear Members,

Well the good news is that as far as I know, we are all fit, well and healthy. This is much better than the alternative, as literally thousands of people who have suffered in some way from COVID-19 would confirm.

As far as WYG is concerned nothing much has changed since the last 'my thoughts' paper. Group meetings are still suspended until further notice. The same situation persists regarding car tuition. Bike tuition is going ahead as clearly this can take place in the open air with almost zero risk to anyone's health.

Please be assured that as soon as it is safe to do so, we will be restoring normal activities. At this time however it is impossible to predict when that might be. The virus is still out there; indeed in some areas resurgence has initiated the reinstatement of restrictions.

Although it could be argued that the probability of contracting the virus is very small, I think it is important to take all precautions to minimise the risk of infection.

Stay safe out there, stay healthy. Until (in the words of Barry Manilow) the good times come again!

Best Regards

Chairman Mike