



ROSPA

**Advanced Drivers
and Riders
West Yorkshire**

Drivers



Torque

Autumn 2023



From the Editor

Well that was a funny old summer. Global warming seems to be having the opposite effect on God's own County, with all the rain we have had. I am sure it hasn't been much fun for the motorcyclists in our group. Its possible some of their open training days and the three weekend social rides they have had during the summer have been a bit of a washout. If only someone would write about them!

Personally, I had a problem with my car. It was off the road for seven weeks whilst waiting for a part to come from South Korea. More about that in the next issue, but needless to say it prevented us getting away with our caravan during the warmer part of the summer.

Some of our motorcyclists volunteer for Whiteknights Yorkshire Blood Bikes and an appeal for new riders is on page 3. Regular contributor, Dave Robertshaw, tells us about his experience with the BMWi3 and Simon Edelstein swops roles on page 5.

Andy Twaites tells us about his Motorhome tour earlier this year and there is a light-hearted look at Potholes on page 7.

There's an interesting article from car tutor, Glyn Jones, on page 9, who tells us about his grandsons driving experience birthday present. Have you purchased your new group badge? See page 10.

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.

September 19th - Mike Bell Car Training Officer – First Aid

October 24th - John Taylor – SYP forensic collision investigator

November 28th—Presidents Address

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.

Autumn 2023



Martin Jones (Editor)

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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
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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.



Whiteknights Yorkshire Blood Bikes is an independent Blood Bike Charity and a founder member of the Nationwide Association of Blood Bikes. They deliver Blood and Pathological Samples that require urgently transporting to Laboratory Diagnostic Medicine Testing centres in the region and respond to approximately 3000 callouts each year.

During the Pandemic they operated a 24/7 service. The bikes were kept at the volunteer riders' homes and so could be deployed at a moment's notice. They answered more than 4000 calls during "Lock Down" from April 2020 through to February 2022. They made 800 free-of-charge runs making hourly collections from remotely operated drive-through, Phlebotomy Testing sites. They delivered medications for Palliative Care Patients to support Macmillan Cancer Support Nurses and they are still taking swab samples from Sheffield's Children's Hospital monthly specialist PCD Clinic to the University of Leicester for highly-specialist processing. Whiteknights are proud to be trusted with such precious consignments – all of which can be monitored with their smart-phone system and tracked in real-time using the GPS on-bike tracking.

During normal working hours, the NHS and Charitable Health Organisations use their own transportation systems to move blood, blood samples, plasma, tissue samples, pharmacy items (Controlled Drugs) documentation and other vital supplies between hospitals, hospices and supply centres. *NHS Blood & Transplant* is responsible for the acquisition, management and transportation of Blood and Blood products for NHS England.

Out-of-hours, these systems are not always available for **low-volume** consignments (maybe one single blood sample) and the reliance falls upon Private Hire or Taxi Companies, Couriers and in exceptional circumstances, Emergency Services such as the Police or Ambulance Service.

Formed in 2008, Whiteknights offers a 'Free of Charge to the NHS' service and operates out-of-hours through the night and 24 hours at weekends.

It is estimated that for each £1 received in donations to the Whiteknights, the NHS will save at least £10. More realistically, with each potential Taxi journey to the clinical centres they serve ranging in cost from £8 for a local journey to £30 to the regional NHS Blood and Transplant testing centre in Barnsley. It is believed to be a saving to the NHS of at least £1000 each week in private-hire costs.

Dispatch calls to Whiteknights Yorkshire Blood Bikes are handled by a professional Call Centre. They also regularly participate in National Relays when consignments are transferred between neighbouring Blood Bike Groups across the country.

In **West Yorkshire** they serve the Hospitals of Calderdale and Huddersfield NHS Foundation Trust, Bradford Royal Infirmary, Leeds Teaching Hospitals NHS Foundation Trust and Overgate and Marie Curie Hospices in the area.

With 50 Advanced-Qualified Volunteer Riders across West, North and South Yorkshire, Whiteknights have a fleet of nine motorcycles, which receive regular professional servicing and new tyres every few months. It is estimated the annual running costs of at least £5000 per machine. As they are an independent charity & not part of the NHS, they are totally reliant on donations from the public.

Donations to finance the service can be made through the Whiteknights website. To be a Volunteer Motorcycle Rider for Whiteknights Yorkshire Blood Bikes all our volunteers have appropriate training, Disclosure and Barring Service vetting, Advanced Riding Qualifications and must be over 30 years of age. If you are interested in joining them, you can email: info@whiteknights.org.uk or contact them through their Facebook page at facebook.com/yorkshirebloodbikes.

Farewell i3– Dave Robertshaw



Car magazines nowadays are full of road tests on the latest electric vehicles, crammed with tech and with ever-increasing range capability. However, not that long ago the launch of a new electric vehicle was an unusual event, and one of those early modern electric cars has just bid us farewell. Yes, the BMW i3 was discontinued in 2022, having launched BMW's electric 'i' sub-brand (alongside the i8 sports car) and paved the way for a whole range of new electric vehicles in its wake.

The i3 was original unveiled as a concept car in 2011 and was launched to the public in 2013. The styling was largely unchanged from the concept; however, it lost the glass side doors of the show car and gained the unusual, stepped side profile around the rear (and rear hinged) doors. The resulting production car was an unusual looking tall hatchback.

To reduce weight, BMW employed an aluminium chassis and made extensive use of carbon fibre reinforced plastic in the body. The doors panels are actually part hemp, which is also used as a design feature on the dashtop. In 2013 then, the i3 was an innovative forward-thinking piece of engineering and an unusual looking design. In this respect it rather reminds me of the Audi A2 of a decade or so before.

It's telling of the time that BMW chose to launch the i3 as both a pure electric vehicle and also as a range extender with a small two-cylinder petrol engine, to alleviate fears around range anxiety. Not generally a route that's taken on newer electric cars, thanks to improved battery

technology and wider public acceptance of electric vehicle ranges.

BMW kept the i3 fresh with a number of updates through its production life and the car I'm driving today is a last of the line i3S with a 120Ah battery good for 176 miles of range according to official figures. There's an impressive 184hp available and it'll apparently do 0-60 in 6.9seconds.

'My' car is tastefully painted in black over white, with a very nicely finished chocolate brown leather interior. In fact, this is clearly a quality car, with plenty of tech packed inside and a level of build quality you'd expect from BMW.



Although it looks big in my driveway space, the i3 isn't that spacious inside. The boot is small, and the rear seats are a tight squeeze. The rear hinged doors help access into the rear, but it's clear that priority has been given to those in the front, where there's a lot of space



available; an impression helped by a dashboard which seems to stretch forward a long way ahead of the driver.

Driving-wise, the i3 perhaps isn't the revelation it's innovative looks and engineering would suggest it might be. It is fast and it handles very competently.

There's little body roll around bends and it maintains composure on uneven roads, however the ride is quite harsh. In fact that's probably my biggest criticism of the i3; softening the suspension just slightly to give a bit more pliancy would remove the rather wooden feeling the car gives on our potholed roads, without losing the sporting edge BMW were hoping to achieve.

This is no 'hot hatch' in the traditional enthusiast's sense, nor was it the first of the modern production electric cars, however it absolutely is an interesting early pioneer, incorporating technology and design which challenged the norms of the world into which it was launched. I expect there will be an i3 enthusiast following in years to come. So farewell i3 and happy retirement!



My journey as a bus driver – Simon Edelstein

I joined West Yorkshire RoSPA Advanced Drivers and Riders and spent the last year learning advanced riding with the intentions of becoming a volunteer rider for Whiteknights Yorkshire Blood Bikes. The training, conducted by the group tutors who are also volunteers, was of the highest quality, making me a safer rider. The planning and the ability to read the road have also meant my driving has become safer.

2023 has put me on a new career path having left my role in sales at Mercedes. Although I did meet people and deal with customers, it wasn't enough. Those who know me, know I am a people person, and this was one of the deciding factors in taking up my new job as a bus driver. I am hoping this is a job I continue with for the rest of my working life. I am sure there will be pressures but a different type from my job in sales.

Although I only started on 16th January, so far it has been exciting as I hoped it would be. There is quite a lot of work to becoming a bus driver, I hope I can share my experiences with you. The first two weeks were spent in the classroom, with some journeys out watching other trainee's drive. There have been trips to Sheffield whilst the competent drivers took their practical examinations.

Today, the 31st of January, was another milestone in my life. I actually got to drive the bus, it's a Volvo automatic, not sure what model, but it's a bus set out for training. It has the driver's seat and then an instructor's seat, set back and left of the driver. The instructor does have their own parking brake for use in an emergency, but no other controls. The instructor could, in theory lean over and grab the wheel, but hand on heart you don't want them to do that. I arrived at work early, well before everyone else so I could do all the checks. Not just POWDDERRS as I had been taught during my motorcycle training, but a whole lot more. We should have been on our way by 6am to try and avoid some traffic, but it was about 9.30 when I got to set off after adjusting the seat and the wheel. I drove from Huddersfield Waterloo, for a few miles and then back into Huddersfield bus station. I wasn't bad if I say so myself.

It's a different way of driving and I know you cannot compare a motorbike to a bus, but there are some major differences. I know the obvious ones such as size, (it's a full length one, not just a 16-seater) but indicating all the time, even if no one is about. You also have your blind spot checks, which are massive on a bus, but it is all about planning, reading the road and making decisions even earlier than you would on a bike, these machines take a lot longer to stop.

My three tests were booked for February 1st.

Theory, which is one hundred multiple choice questions covering a range of driving, house rules, what to do in emergencies and workings of the bus. These you just must learn. Then there is the certificate of professional competence exam (CPC). This covers drivers' hours and such in more detail, more in-depth with regards the multiple choice, and also encompasses a better driver and a more economical one and the comfort of the customer is high on the list. Then last but not least the Hazard perception test. I'm not sure if it's me, but a hazard was a hazard when you first saw it. Nowadays it's still a possible hazard, but not unless it makes you change speed or direction. The first two tests I feel I'm pretty clued up on but the hazard lark, has been brought into the 21st century, click the mouse on screen. I've been clicking way to early, but this is a bug bear of mine. Who can say when a hazard is a hazard? Two milliseconds too late and I'm losing points, but one millisecond too early and its nil points for me! Can anyone tell me are these tests reviewed to see when someone actually clicked, or do we rely on one person's impressions? If I perceive the hazard a Millisecond before the computer, am I wrong?

I did pass all three tests so that puts them to bed for the next two years.

The next three weeks were driving and reversing practice and I must admit right turns were my nemesis. We also practiced show me-tell me questions, such as, show me the actions you would take when finding a fire towards the end of the bus, or how would you check the braking system on a bus.

22nd February and the group of us headed to Harrogate, where my reverse test was to take place. I wasn't feeling 100%, but this wore off a little closer to the centre. My instructor gave me a demonstration to show slightly different ways, then it was my turn. I achieved the objective both times but with a shunt. This is a pause in the manoeuvre, or stopping, driving forward and then continue with the reverse. Should I go a third time or leave it there? I decided to leave it as I was winding myself up over the shunt and felt if I continued, each one would get worse. So, I went away and had a drink before my test. I passed this one without a shunt and I was glad that was over.

Now all I had left was the practical test. My first attempt went well, until the last ten minutes when the tail swing of the bus caught me out. This is when the rear of the bus protrudes into the next lane of traffic, for example when you turn left the rear of the bus will take up extra room in the right-hand lane. This is a fault and then I realised I had failed, I felt sick.

A few more driving lessons and it was back to Harrogate for the test again. The British weather put pay to that as it had snowed the

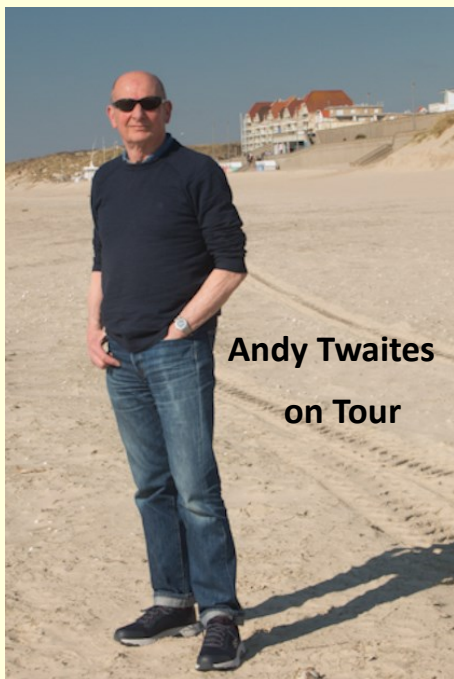
previous day, the roads had not cleared and it wasn't possible to see the pavement or kerb, very important when you are pulling up at a bus stop to collect passengers. The test was cancelled.

It was re booked for the 13th of March, again at the Harrogate Depot and test centre. There are a few different routes, but I wanted to show I could drive a bus like a professional. After nearly an hour we arrived back in the test centre and after a de-brief, I was told I had passed.



The last few weeks have been quite a steep learning curve. I can drive a bus, but operating under live conditions is a completely new skill. I have had to learn how to use the ticket machine and learn new routes I am now covering. For that I had a Mentor, a driver that would show me the ropes. If I were to drive a bus from Halifax to Huddersfield, that would be quite simple using three or four roads, but I have routes to contend with and they are anything but direct. I did struggle at first, but I am getting there and can remember most of them. My bus driving journey has only just started, and I am also finding time to continue my motorcycle training with West Yorkshire RoADAR.





**Andy Twaites
on Tour**

After owning our motorhome for a couple of years, we decided that we would venture to France and Spain. We have enjoyed France many times previously but usually in a hotel or a tent, so this was to be a new experience. There was a little more preparation than I was used to: like purchasing a warning chevron sign to hang on the bike rack; obtaining the correct vignette to stick on the windscreen to show our pollutant emissions and altering our gas bottles to allow for LPG refills en-route. This done, and we were off. We did the Dover to Calais crossing and despite some horror stories on the news about eight hour queues the previous day, we completed our Monday morning crossing without incident.

Using one of our recently downloaded Apps, we found a lovely free stopover in the sand dunes an hour down from Calais then continued down the coast to beautiful Honfleur, all the while



commenting on the smooth and quiet condition of the roads: the opposite of what we have become used to in the UK these last few years. Turning inland, we had a lovely time in Le Mans in the amazing Old Town area near the river – another free stopover. We were getting used to these places now and all the while, comparing the cost that we would have been paying back home for a night away!

After many interesting stops in completely 'new-to-us' places, we started our journey from Carcassonne over the Pyrenees into Spain. We intended driving to visit the brother-in-law, in Mercia, for a while. After the stunning scenery and occasional 'arm wrestling' cornering of the mountains, the temperature began to increase noticeably and we were glad to arrive down the coast to San Juan De Los Terreros for a while where a cool house with a cool pool awaited.

A week passed too quickly and we were back on the road to Grenada and among other things, trips round the amazing Alhambra. We chose to leave the motorhome on a pleasant, gated site on the outskirts of Grenada, which allowed for peace of mind and all connected services but obviously cost a few Euros. The bonus, however, was that we were loaned a travel pass for our time there, which allowed us free travel on Grenada's excellent transport system.

Our return journey through central Spain and the west coast of France was a daily adventure and we discovered many previously unheard-of places that we would revisit in a flash. Negative incidents were few and far between, but the outstanding memory was when I was in the passenger seat as we drove in to central Le Mans when I had to utter the words 'Stop' to my wife when we were about to enter an underpass with the height restriction of 2.6 metres. Our motorhome is 3.2 metres high.

Regular fuel tank fills and gas tank top ups seemed very reasonable throughout this trip and given that the majority of night stops were free, this adventure was more affordable than it might have been. We rarely used Toll Roads, as the alternatives were far more interesting and equally smooth. The number of free stop off 'Aires' is in sad contrast to

home. Large, tidy parking areas for wagons, cars and motorhomes are very common. These frequently have services and grassed picnic areas with tables and chairs. I feel sorry for lorry drivers in the UK when you compare and contrast the services that they enjoy in Europe.

There are a few things that I cannot get used to when driving in Europe however: the sheer number of roundabouts in France (even when skirting tiny villages); many roundabouts have pedestrian crossings a few metres into each entry or exit road, and frequently dotted around these environments are far too many local advertisements which can distract even the most assiduous driver; no one seems to use indication on roundabouts so your waiting time was increased considerably. It is the norm for motorists to tailgate. It amazed me how many times two or more cars would overtake us with each following car less than half a second behind the one in front yet making no effort to overtake – they just remained glued behind each other. Why?

Things that I would like back home would be traffic lights that change from red to green without an amber being lit and also having a mini copy of the traffic lights lower down the post when you are right up to the lights themselves. The general condition of the roads is so much better with far fewer metal grates and covers that seem to be deeply recessed (have they sunk?) I would guess that motorcyclists notice this more than car drivers.

Also, obviously this is not a matter of improving road safety, but when you approach many of the towns and villages there are name signs with lovely artwork informing you of some historical or interesting facet of the place. In my head I had a few ideas for places back home. We both had a brilliant five weeks away and are looking forward to our next trip already. Somewhere with smooth roads – maybe Wales then...





Potholes on rural roads, which draw large numbers of holidaymakers can be a nightmare for everyone. Not only is the damage costly to the vehicle owners, but the repairs are seldom simple to fix and, sometimes being off the beaten track, they take time to sort out – particularly with so many cars no longer carrying a spare tyre.

All drivers and riders need to keep their eyes peeled for potholes and other damage on country roads, which is not easy if rain creates surface water that hides the big ones. These conditions also make riding much more treacherous for those on two wheels where the consequences can be fatal.

Anyone who encounters potholes should report them direct to county councils via the local authorities' websites. Online sites such as www.fixmystreet.com can also be used to report problems, which are then sent onto local councils. You can even claim back expenses for vehicle damage.

A pothole is a depression in a road surface, usually asphalt pavement, where traffic has removed broken pieces of the pavement. It is usually the result of water in the underlying soil structure and traffic passing over the affected area. Water first weakens the underlying soil; traffic then fatigues and breaks the poorly supported asphalt surface in the affected area. Continued traffic action ejects both asphalt and the underlying soil material to create a hole in the pavement.

The July group meeting was a presentation given by Paul Boss of the Road Treatments Surface Association. Most motorists think little about the road surface unless something is wrong with it, but advanced drivers and riders are hopefully more observant.

The AA revealed that pothole-related incidents in June hit their worst level for five years. In June this year, AA patrols attended some 46,650 vehicles with damage related to pothole incidents. That's the highest level for the month since June 2018's toll of 49,273, and the 50,000+ seen in June 2017.

The Government pledged an extra £200m for pothole repairs in the Spring Budget 2023. But although councils have made great strides in repairing main roads and those in built-up areas, the fear is that cars on holiday trips are now encountering the rural plague of potholes on roads with a lower repair priority.

I have often wondered about the amount of time wasted when a council worker trawls the streets with a tin of spray paint to mark the pothole rather than something to fill it. It's not as if it's not noticeable.



Some people have taken action into their own hands with the main aim to draw extra attention to the pothole, to deliver an ironic plea using art, whilst delivering a random moment of happiness for anyone who walks by and encounters it. They are led by the inspiration of "The Pothole Gardener" and are spending time designing a quite different type of garden. Potholes are one of Britain's biggest bugbears. The number of complaints to local councils regarding dippy craters in the ground is staggering, with records showing Scotland and Northern roads feeling the brunt of the bump.



The founding Godfather of pothole gardening is Steve Wheen, who relies upon cracked pavements and residential rivets to provide him with a natural blank canvas. Since his media coverage a couple of years ago as well as his book *'The Little Book of Little Gardens'* he has attracted many admirers and subsequently influenced more people to carry out pothole gardening. Coined as 'The Banksy of Potholes,' The Pothole Gardener is still going strong, and he has been inundated with pothole garden pictures taken by people all over the world; so many that he's created a website dedicated to showcasing pothole gardens from every corner of the globe.

<http://thepotholegardener.com>

How come there is enough tarmac to make speed bumps but not to fill potholes?

West Yorkshire Safe Roads

Vision Zero

West Yorkshire Vision Zero is a road safety aim to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all in West Yorkshire, with the belief that no death or serious injury is acceptable on our roads, and they are working in partnership to reduce road danger in our region.

The Combined Authority have established a West Yorkshire Vision Zero Board to provide leadership on their commitment to reducing the number of people killed and seriously injured (KSI) on our roads by 50% by 2030, and to zero by 2040. The Board, chaired by Alison Lowe, Deputy Mayor for Policing and Crime, oversees the West Yorkshire Safe Roads Partnership in delivering the Safe System approach for a safe, sustainable road environment, supporting active travel ambitions and improving access for all road users.

Safe Systems

The Safe System approach accepts that, while road users should behave safely and legally, people do sometimes make mistakes – and these mistakes may lead to crashes. It is the responsibility of anyone who plays a part in shaping the wider traffic environment – as well as road users – to make sure those mistakes do not result in serious harm. This includes those who plan, design, invest, legislate, build, maintain, enforce, and educate in this area. Acting together, we can reduce traffic risk and create a safe mobility system that is forgiving of human error and eliminates serious harm.

The Safe System approach has five pillars of action:



By improving safety in each of these areas, partners can ensure that when one aspect of the system fails, the other pillars will continue to support safe travel so that no one suffers serious harm from a road traffic collision.

The Mayor recognises the role that the Combined Authority and its partners have to play in securing safe travel for all. That is why they are working with partners including the five local authorities, West Yorkshire Police, West Yorkshire Fire and Rescue Service, National Highways, Brake, and road safety campaigners to develop a whole-system strategy defining the next steps towards achieving Vision Zero in the region. The Mayor also provides funds to Brake, a road safety charity that supports families of those killed or seriously injured in road crashes and campaigns for safe roads for everyone. The funding is used to support victims in West Yorkshire, including ensuring an information pack is given to all road victims and their families.

The role our group has can help to reinforce safe speeds, vehicles and behaviours.



Investigations into collisions show that many fatalities were preventable and that there are five main contributory factors that cause serious road traffic collisions.

Road users who commit one of the Fatal Five offences are far more likely to be involved in a fatal collision than those who do not.

If you want to find out more about Vision Zero, you can contact the team.

Email VisionZero@westyorks-ca.gov.uk

Or write to them at

Vision Zero Team

West Yorkshire Combined Authority

Wellington House

40-50 Wellington Street.

Leeds

LS1 2DE



Car Tutor Glyn Jones

For my grandson's 15th birthday (12th August), I enrolled him onto the Pathfinder Initiative young drivers 15 to 17yr old 4 day driving course, which was held at Tockwith starting 14th Monday August. This made him the youngest student and I was probably the oldest accompanying adult. The course is at the car owners' risk as events take place on private land.

Each day started with a safety brief and a programme of activities. Students are graded as they progress starting at level 3 and working up to level 1.

On day one, the 30 students were split into three training areas with their guardians helping them to stop, start and steer. As they progressed, they were singled out and went onto the track with an instructor where they were shown gear selection if appropriate and then onto left and right reversing. Once signed off they could go onto the track with their guardian.

The other three days were to build on what had been learned. A skills area was added which

included weaving around cones, right and left parallel park, drive and reverse into angled areas plus 3-point turn. They also had to have the knowledge of their car including safety features. A powder and pre journey was explained. Students were firstly shown the system of car control then, under supervision, asked to demonstrate the system of car control, an overtake at speed and a collision avoidance obstacle course.

Each day there were talks and videos from various road safety organisations including North Yorkshire Police and Humberside Fire & Rescue.



A driving simulator was also available with beer and drugs goggles to wear.



An online module relating to Highway Code and road safety had to be completed for each day of attendance with a 70% pass for the first three days and 85% pass for day four.



A HGV was supplied by DHL to make students and adults aware what can and cannot be seen from the driving seat.

On the final day all students were treated to a ride in a McLaren super car.

I am pleased to report my car survived the event and my grandson achieved a 1st along with ten other students.

These events, whilst organised by the Pathfinder initiative, rely on groups such as ours to provide the tutors, all of whom must be DBS checked. I have been asked to return to the next event in October as an instructor.

Perhaps you are thinking of a present for a teenage relative who may wish to benefit from the training, or you may wish to assist the initiative by volunteering. There is more information and contact details on the website <https://under17driver.co.uk>.

Advanced Drivers and Riders

RoSPA Advanced Driving Test

Gold

David Stokoe

Mark Boldry

Chris Hirst

Malcolm Austin

John Gibbon

Mohammed Khalil

Silver

Keith Hayton

Rebecca Boldry

Drivers

RoSPA Advanced Motorcycle Test

Group Approved Tutors

Ellen Clayton

Stewart Leahy

Gold

Tony Bradley

William Mein

Jamie Feaviour

Silver

Geoff Hale

Bronze

Mark Wood

Riders

WYG-RoADAR Committee



Did you solve the hidden message in the last edition of TORQUE? The first person to email me with the correct answer was Andy Richardson who used his advanced powers of observation and noticed some of the script was different. Andy received a mug and a badge bearing the group logo. The answer is:

If you (page 2) **read Torque** (page 3) **you'll** (page 4) **have been** (page 5) **looking for this** (page 6) **hidden** (page 8) **observations test** (page 9).

Look out for the hidden message in this edition!

Only two committee meetings during the summer, as some of us do like a break, so the committee do not meet during August and neither do we hold group meetings.

Our Chairman Jon, and Andy Richardson followed up on the visit we had last year and our contact with West Yorkshire Deputy Mayor, Alison Lowe, who is also chair of the Vision Zero board. They met with Vision Zero Policy Manager, Neil Hudson, who was good enough to attend our July committee meeting and explain how they would like to work with us. He said he trusts our judgement as advanced motorist and encouraged us to report road defects, hazardous road layouts and collision blackspots as well as report any incidents recorded on your dash cams or headcams to "Operation Snap". A full article about Vision Zero in West Yorkshire is on page 8.

After discussion, the committee decided to purchase 100 enamel badges bearing the group logo. These were manufactured by a Huddersfield company using the RoSPA brand guidelines and a pdf of our group logo.



These are being offered for sale at cost price, so if you are interested they are just £2.50 each from Jon Taylor or Martin Jones. The 5 pence piece is not included.