



**ROSPA**

**Advanced Drivers  
and Riders  
West Yorkshire**

**Drivers**



**Torque**

**Winter 2023**

**ANNUAL SUBS DUE NOW**



**GHOST RIDERS**



**Riders**



## From the Editor

Winter is upon us and it looks like some of the motorcyclists will be turning to their four wheel transport. This has the knock on effect of them also wanting to be safe in their cars and we currently have several motorcyclists receiving tuition in their cars so we wish them well.

The definition of editor is, "a person in charge of and determines the final content of a newspaper or magazine." I have now been fulfilling this role for five years, this being the 20th edition. Throughout that time, I have continually had the same problem of not enough articles, no matter how much badgering I have done, but have always managed to fill an edition and send it out to members on time. This edition is no different as I have had to write four of the articles. This makes my job as editor almost impossible, so please get writing or the format for "TORQUE" may have to change.

Our Chairman, Jon Taylor, took on the role at the beginning of the year for three months, which fortunately he extended for the year. A replacement is required urgently and I am sure there will also be some changes to the committee. If you think you can help out in any role within the group, please let us know. This is also a timely reminder that our group subscriptions run from 1st January to 31st December so are now due this month.

Please take the time to look at our website [www.wyg-roadar.org.uk](http://www.wyg-roadar.org.uk) and our Facebook page, where there is lots of information.

You can email articles to [torque@wyg-roadar.org.uk](mailto:torque@wyg-roadar.org.uk)

**Our group meetings held on the third or fourth Tuesday of each month at the Miners Welfare Hall, 52 Main Street, Garforth, LS25 1AA.**

**December—No meeting**

**January 16th - AGM all members invited**

**February 20th - Roadcraft Discussion -Tutors**

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

## Winter 2023



**Martin Jones (Editor)**

[torque@wyg-roadar.org.uk](mailto:torque@wyg-roadar.org.uk)

## 2023 Committee

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

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

If you have suggestions or items for the committee you can contact the chairman [chair@wyg-roadar.org.uk](mailto:chair@wyg-roadar.org.uk)



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

## Gloucester spooktacular-Jon Taylor

Without a meteorologist in our group, nobody was to know “Storm Babet” would coincide with the late October bike trip organised by Dave Green, the motorcycle training officer.

The plan was to meet at Woolley Edge southbound service station at 8:00am for an 8:30 am start. I was running a little late so decided to fill up at the services. A big mistake on two counts. I waved to one of my fellow travellers as I rode to the pumps and pointed at my petrol tank. Regular motorway users will know filling up at the services is not the cheapest option and I was stung for not calling at my local supermarket petrol station on my way in. £1.80 a litre! Fortunately, I only had to top my tank up. Tank filled and now to return to Dave’s flock and my second mistake. No way back to the carpark and nowhere safe to park and wait. Now I had two options. Ride my bike down the motorway to the next junction and then back up two and back one to the services. I chose to push it back through the lorry park. As the weather temperature was in single figures, I had put my thermals on under my waterproof jacket and trousers, which I had also put the thermal liners back in. This all added to me being rather toasty.

Next came the customary syncing and frustration of getting all present linked up on the cardo motorcycle intercom system, so we could communicate with each other and know where to go. Not always straight forward, but worthwhile in the long run, stopping the bikes and riders grouping up and shouting at each other to be heard. Dave made everybody aware that there could be some detours if roads were closed due to flooding, but we would play it by ear, so to speak. With everyone fed, watered and commed up, we were ready for the off. As if by clockwork all nine riders peeled off down the motorway slip road, into the spray, mist, and precipitation.

The motorway section completed and onto the A57 around Worksop, then some choice ‘B’ roads towards Newark. First obstacle! Traffic at a standstill. It soon became apparent this was due to the volume of water that had fallen on this part of the country. Our helmets were filled with opinions as to what to do. Although the road was flooded, it appeared to be passable with care if the cars coming from the opposite direction stopped and let us all ride through the shallowest part, twelve inch deep on the very crown of the road.

All riders successfully through and onwards to Bingham for the first rest break. Dave had organised for the group to go to Café 16 for refreshments. The café organised for us all to sit outside, by moving a number of tables together on the market square opposite the premises. Luckily for us the weather gods were lenient and coffee, tea, creamed scones, with the odd fried sandwich, were all consumed in a dry but cold atmosphere.

Back in the saddle and back on the ‘B’ roads with the odd single track thrown in for good measure and newly severed branches started to appear in the road. Then the odd stranded large artic and then a few more, was this a sign that we were now coming to a point where some of the major roads were closed?

Sure enough, we saw a car turn around and saw a dip in the road going through the arch of a railway bridge and the red

signage we had been dreading, “Road closed.” A volunteer was requested to go first! After much debate and various riders being volunteered against their wills, common sense prevailed, and the satnavs were consulted for alternative routes. Looking at the height restriction on the bridge and the surface of the standing water, it would be easy to estimate the depth to be in the region of three feet.

Back on the pink planned satnav route, progress was made again, past Melton Mowbray, Market Harborough, stopping at Daventry Morrison’s for fuel and a quick refreshment stop. Then onwards in a south-westerly direction through Oxfordshire. Rain kept coming and going during the ride and there was constant talk of it brightening up and heading towards the blue bit on the horizon, but it just seemed to be out of our reach.

Onwards on a mixture of ‘A’ and ‘B’ roads, circumnavigating Banbury, Charlbury and then along Burford high street. Burford is a popular tourist destination and seemed to have been invaded by Chinese tourists, as we all rode passed. As all the cafes in the town were full and there was nowhere to park, Dave had wisely preplanned for a comfort break on the southern outskirts at the Prince of Burford.

Back on the road, progress had to be made as we were a bit behind with the ETA and the booked evening meal. Riding through Aldsworth, Bibury and Barnsley. Not that Barnsley, this was the one with chocolate box houses with thatched roofs and no whippets or flat caps. Around Cirencester then northwards to Seven Springs and then left to the destination.

Parking up and looking at my bike, it could not have been any dirtier had I ridden through the fields to get here! Time for the weary travellers to become human again. All freshened up and in non-biker attire, the next-door Wheatstone Inn was frequented for a few alcoholic/non-alcoholic beverages and our evening meal.

All refreshed, some of the younger group members felt the need to let off steam tenpin bowling, some members had early nights to rest aching bones and some just stayed in the pub, chewing the fat of the day, and topping up on the local brews. Now I am not one, well no more than anyone else, a believer in the supernatural, but I did witness some strange occurrences whilst sat talking in the Wheatstone.

Three of us were sitting at a table near an open fire, with pint glasses and a smaller spirit glass in front of us. Mid conversation one full pint glass slipped off the table and on to its owner. Luckily, it was caught but some of its contents were now soaking into the owner’s clothing. “What happened” was answered with, “I don’t know.” Minutes later I saw the glass slide along the table and this time caught its owner unawares. The table was level and dry so what had happened was a mystery. Shortly afterwards the spirit glass, partially full of a single malt, slipped off the opposite side of the table and on to the floor. Again, the table was dry. We could not explain what had just happened, the table was flat, dry, and not leaning either way?

No sleep was lost because of the spooky episode, but sleep was lost in room 109 as one of the two occupants kept the other one awake with bouts of very loud snoring and trips to the bathroom. Sorry Dave!



Having stored up on full English breakfasts, waterproof suited and booted, the motley crew set off on the return leg of the tour. Taking a northerly route on 'A' and 'B' roads, the dreaded red "Road closed" sign bobbed up again, which would not have been bad if alternative routes had been given. Combined alternative GPS routes were taken to keep the group on track.

Soon we were going passed Rudford, Newent, Dymock, Castle Frome, over the Bromyard Downs and to the first refreshment stop at Kinlet. The roads proved to be a talking point again, as where the flooding had subsided there was now gravel, hardcore and a plentiful supply of mud.

The café must have been the only place open for miles around as we were soon joined by another group of two wheeled comrades, but this group were on small wheeled two stroke. It could have been Brighton beach in the sixties again, had it not been so cold, there was no sand and most of us were in our sixties.

Fisty cuffs avoided with the mods, back on the road where Dave led us past Oldbury, Bridgnorth, Coalport, Brockton to the outskirts of Newport, on choice 'A' and 'B' roads again to the fuel stop. Refuelled and the full English was starting to wear off, but no worries only another ten miles to Fletcher's

Garden Centre at Eccleshall. Unfortunately, mother nature had played her part again, another red sign stopping us from proceeding.

It was soon noted that the locals were not going to let a red sign stop them from their Sunday roast. So, the group decision was made to follow the locals. No problems were found, and we were soon all sat down enjoying the warm food and drinks. I was a bit taken a back with the prices, but I will not apologize for being a tight Yorkshire man. A bowl of soup, pot of tea and a tuna sandwich consisting of one slice of bread. (£11.85)

Bikes and riders all fuelled up; homeward bound we headed in a north easterly direction. Passing Utttoxeter, Rochester, Ashbourne and seeing some very picturesque scenery, to our final comfort stop at the Peak Village, Rowsley. Worth a run out with the other half, if you fancy a drive/ride and a spot of designer shopping.

Now the last leg on familiar roads, Pilsley, Hassop, Grindleford, along the hope valley and on to Bamford. Past Langsett Reservoir, Hazlehead, Crow Edge and down to the end point at the Sovereign pub carpark. The weather had started to pick up with bright sunshine as we got ever nearer home. All agreed Dave had done a great job organising the roads and rest stops. Farewells were made and then home ward bound.

### Social Ride - Andy Richardson

The Winter 2021 edition of Torque outlined a social ride which had been held earlier that year. Some of our motorcycle members decided to ride a similar route on the 5<sup>th</sup> of August 2023, but the trip was cancelled due to the stormy weather and reorganised for the 3<sup>rd</sup> of September 2023. Although the route had been ridden before, there were different riders of different standards, and this was considered, so the planning and preparation was the key part.

Maps and step by step instructions were emailed to all participants prior to the day, as well as postcodes of every stop we were to make on the route including the final destination at Squires Café bar at Sherburn. Twelve riders assembled at the services on the A1 at Wetherby at 0830 in glorious early autumn sunshine. A briefing took place and In Case of Emergency (ICE) information was shared as well as motorcycle riding tips and group riding protocols, riding in staggered formation and passing vehicles safely. Of course, we

discussed the drop-off system and what to do if anyone was separated, using hand signals and group riding etiquette.

I took the lead and Tail End Charlie (TEC) position was taken by Lee Wilson. We were on our way by 9am and rode up to Sutton Bank visitor centre where we had a short break for tea, coffee, and cake. After a 30-minute break, we continued up passed Hemsley, Stokesley, Great Ayton and arrived about noon at Saltburn-by-the- Sea to have lunch on the sea front.

The second leg was down the East Coast to Easington and down Grinkle Lane to the North Yorkshire moors and a stop at Rosedale Abbey. We continued on to Castle Howard for afternoon tea and cakes. The last leg was changed slightly from the original route and most people departed from Castle Howard on their onward journey home.

The weather was kind to us, and it made for a most enjoyable and incident free ride, covering over 150 miles on fabulous roads and in great company.





## M135i



Saturday morning in Late April and with good weather forecast, the caravan was packed up ready for the off on Monday morning for a few days away. I carried out the usual checks on the car, but the engine management light (EML) failed to extinguish. As the car is still covered by the manufacturer five-year warranty, I decided best to be safe, so I went straight to the Hyundai dealer in time for them opening on Monday morning. The particulate matter (PM) sensor was showing a fault. The EML was extinguished, and the sensor ordered, but I was told the car was okay to drive, even towing my caravan.

It was an uneventful journey and a few days driving around the east coast covering about 250 miles. On the morning we were setting off home and the EML failed to go out again. I rang the dealers and asked if the PM sensor had arrived, only to be informed there were none in the UK or Europe. It had been ordered from Hyundai in South Korea and to try and rush it along, they had declared the vehicle was off road, but the expected delivery date was early June. I was assured the car was still ok to drive, but I voiced my concerns, if any other fault occurred which should activate the EML, then I would not know as it was already illuminated. Hyundai agreed to hire me a car free of charge which they said would be similar to my 2.2 Santa Fe diesel, but there was no chance of one with a towbar. We cancelled our next trip with the caravan which was planned for just ten days later.

I was contacted by Thrifty Car Hire and the following day the "similar car" was delivered, a BMW M135i. I could tell straight away the only similarity was the metallic grey colour. I checked the vehicle with the delivery driver who pointed out three of the four alloy wheels were slightly scuffed and there were a few minor stone chips on the front. Although the car was worth about £35k, it was eighteen months old with 18,000 miles on the clock, so this minor damage was not unexpected.

I decided to practice what I preach and took the new and obviously unopened handbook from the glove locker and spent some time getting to know the car. After all, it looked like I was going to be using it for the next six weeks or so unless the part arrived sooner. The M135i xDrive is a 2.0 petrol, 302bhp, five door hatchback, with an 8-speed automatic "Steptronic" transmission. For the technically minded, this has a torque convertor mechanism with use of dual clutches similar to the DCT gearbox using one clutch for odd gears and the other for the even gears. It can be classed as a manumatic as it offers manual gear shifting and fully automatic. The x-drive distributes power variably to the front and rear axles according to the driving situation and road

condition. So, there are more similarities to my Santa Fe than I first thought as my car has a similar transmission and Hyundai Traction AWD system aptly called "Htrac."

A Google search revealed more about the M135i, with plenty of technical information, so I will let you do the same if you are interested. The M stands for Motorsport and was created to facilitate BMW's racing programme. I found the M135i has no less than 28 subtle nods to the M Sport tricolour branding, including the key fob. I watched a YouTube video and read about the car having Launch Control, but that's the nearest I got to using it. The handbook says Launch Control is available when the engine and transmission are at operating temperature and to use it first requires an uninterrupted journey of up to 30 miles. It all sounds a bit complicated just to accelerate from 0-62 in 4.8 seconds. I just needed to know how the speed limiter worked. My boy racer days are long gone but I was looking forward to seeing how it handled when I make my safe and legal progress.

Next morning, I carried out all the POWDER checks. Once I figured out how to open the bonnet, I realised there is no dipstick to check the oil. So, forget when the engine is cold and on a level surface as the car must be driven and checked electronically, with an OK displayed on the screen. The cleanliness of the engine bay was not up to my standard, but fluid levels were good. The low-profile tyres were under inflated by several pounds, so I adjusted them and felt I now knew the car more intimately. With everything adjusted to suit my driving position, I just need to get used to the controls and the drive and handling, and not banging my head every time I entered the car.

I did settle into using the very clever and intelligent speed limiter straight away and after adjusting the heads-up display to my eyeline, keeping within the limits was a simple affair. The car recognised most speed limit signs and even if the limiter was not set, the heads-up display did turn red if I crept over the posted limit. It didn't take long to learn this is a powerful car and I can see why some drivers have a tendency to accelerate quickly away from standing starts. I must admit, it did put a smile on my face accelerating on the motorway slip road before settling at 70mph and I was tempted to push it a couple of times, all in the interest of research for this article. I couldn't resist popping it into sport mode and selecting manual to have a bash at using the paddles. The whole dynamics of the car changed. The acceleration and grip on those very low-profile, now correctly inflated tyres, felt perfectly balanced on the country roads. Around town and on urban roads it was quite happy to sit at the speed limits and it rode the bumps and potholes well, something I was not expecting. I did lower two-thirds of the back seat to collect a fold down table and the boot area would be large enough for my dogs at a squeeze. It seated four in relative comfort, but the rear passengers were teenagers.

The car was an overpriced and overpowered run around, it served its purpose, but the novelty soon wore off. I had the car for almost seven weeks and drove 1200 miles. The display said I had averaged 32.4 mpg, but I can use a calculator and the true mpg was just over 29mpg. I missed the more comfortable, more economical, and higher driving position of my Santa Fe and of course the ability to tow our caravan. I must be getting old!







## Why conduct pre-driving checks?

We are all trained to carry out our pre-driving checks with Roadcraft giving us a couple of acronyms to make it easier, but they do mean more than just another thing upon which the tutor can test the associate, or for the examiner to know you have learned your stuff. The **I AM SAFE** checklist is probably the most important one because if you cannot fulfil them, you shouldn't even be getting in your car or hopping on the motorcycle. It should be something you carry out every time you use your vehicle. One of the European Goals for Driver Education (GDE) in Chapter 1 of Roadcraft, has human factors likely to affect your driving.

**Illnesses**, including diabetes or taking insulin, syncope (fainting), heart conditions (including atrial fibrillation and pacemakers), sleep apnoea, epilepsy, strokes, and glaucoma, are all notifiable to the DVLA and can mean your licence is suspended. However, if you don't feel well and it is likely to affect your driving or riding, then don't.

**Attitude** should be good but if it is bad or negative, it could mean you are at risk of losing concentration.

**Medication** could be an over-the-counter purchase or prescribed by your GP, but the label should give advice on both prescription and over the counter medicines, but if in doubt, it is worth asking the pharmacist if it is safe to drive.

**Sleep**, or more precisely the lack of it, could mean you may become drowsy whilst driving and may cause yourself or another road user to be put in danger.

**Alcohol** is obviously against the law if the amount in the bloodstream is above the legal limit, and you drive a motor vehicle as this can impair the ability to control a motor vehicle and being charged with the offence will almost certainly result in the loss of your licence. The same applies to drugs and they can remain in the body much longer.

**Food** is important for us to function correctly as well as being properly hydrated so make sure you have eaten and had something to drink before driving so the blood sugar levels are at an acceptable level. High and low blood sugar can cause confusion, irritability, fatigue, blurred vision and difficulty in focusing, so it's not difficult to see why this is important.

**Emotions** can affect your perception, attention, learning and problem solving so it is important you are not suffering from anything negative.

Roadcraft also give us the **POWDER** checks for car drivers which should be done at least weekly and before a long journey and **POWDDERSS** for motorcyclists which should be done daily and definitely before a driving/riding test.

**Petrol**, or more appropriately fuel, but still a good reminder to make sure you have enough for the journey you are to undertake or to a fuel station to refuel. Electric car drivers may need to factor in a longer stop.

**Oil** is an important part of the engine and without it the engine would seize so check the dipstick when the engine is cold and the vehicle is level and of course make sure there are no leaks. It's easy enough to check the brake and clutch fluid

level at the same time.

**Water** in the cooling system needs to be checked and this is easily done by looking at the level in the expansion tank. Also check for any leaks, as if there are any then the engine could overheat. The water in the windscreen washer bottle should be checked and an additive to prevent freezing. If the bottle is empty, then it is illegal.

**Damage** to your vehicle could also mean using it on a road would be illegal especially if there are sharp edges and the only way to be sure is to check. You should have a walk round, checking all the panels, the light lenses and the glass to make sure they are clean and undamaged. Have a look underneath to make sure there is nothing hung down or loose and that's a good time to check for leaks. Make sure the number plates are the correct ones front and rear and secure as vehicles can be cloned. Something as simple as a broken rear light lens, could mean you are breaking the law especially if displaying a white light to the rear whilst travelling in a forward motion.

**Electrics** on the vehicle should be checked and if you are unable to check them yourself, then ask someone to help. If any of the lights are not working, then it is illegal. The same applies to the wipers and washers. If the front ones don't work or the blades are damaged, then they are illegal. This does not apply to the rear ones. The horn is the important one but make sure when you check it you are not on a road as it is an offence to sound it whilst stationary and obviously not between 11.30pm and 7am.

**Rubber** refers to tyres. Check for splits, cracks, bulges and bald patches and they should have a minimum of 1.6mm of tread across the centre three quarters of the tyre and around the entire circumference. This is 1mm for motorcycle tyres. Make sure they are at the correct pressure and adjusted for extra passengers, load or towing if the handbook states. Don't forget the spare. If it's a space saver the chances are the pressure should be much higher so, check the handbook. Perhaps you just have a repair kit in the boot so make sure it is all there. Know where your wheel brace and jack are and where the jacking points are and how to change the wheel. If you have locking wheel nuts, know where the socket is.

For the motorcyclist, the added checks of:

**Drive** refers to the chain and sprockets and the amount of wear and tension.

**Steering** should be checked by turning lock to lock to ensure it moves freely and there are no cables snagging.

**Suspension** should be checked both front and rear for bounce and leaks.



You may find the short videos on our website useful [www.wyg-roadar.org.uk/videos](http://www.wyg-roadar.org.uk/videos)





# Driving an Automatic

Popularity for automatic cars has seen a rise in the last few years. Looking at Roadcraft it dedicates just six pages in Chapter 5 to cars with automatic transmission. You may have had an automatic some time or perhaps you are still getting used to the two pedal driving method. Just like driving a manual gearbox car, bad habits creep in and you may be driving your automatic in the wrong manner. It all depends on what type of Automatic gearbox your car has. The question of what to choose on the gear selector if you are stationary in traffic and the pause becomes a wait is one that is frequently asked.

## Automated Manual Transmission (AMT)

The most affordable and simplest form of automatic transmission is the AMT. Almost all the mass-segment cars in the market are available with this type of automatic gearbox. AMT is a manual transmission with an automatic clutch and gear shift operation. This gearbox works much like a manual – except it's an electronic control unit deciding when to change gear, rather than the driver. When it decides the time is right, it disengages the clutch automatically, selects a new gear, and then re-engages the clutch. When the car comes to a stop, such as at a traffic signal, the gearbox automatically downshifts to first gear so that the car can crawl properly in slow moving traffic. If you keep the brakes engaged for long at traffic lights, it will put more pressure on the transmission and will also wear the brakes quicker. It is recommended to engage the parking brake and shift to 'N' just like you would in a manual transmission car.

## Torque Converter

This type of transmission is a little forgiving. If you are stuck at a traffic signal for a short period of time, it is not recommended to shift to P or N as it won't do much harm to the transmission. Neither does this put too much pressure on the brakes. If the waiting time at the traffic signal is anything above 30 seconds or so, it would be a good idea to engage the parking brake and shift the gear lever from Drive to Neutral.

## Continuously Variable Transmission (CVT)

A CVT is odd in that it doesn't have cogs like a normal, traditional gearbox. Instead, inside a CVT gearbox you'll find two cones, one attached to the engine and the other to the wheels, and linked by a belt which runs between them. As the car accelerates, the cones move toward and away from each

other, adjusting the position of the belt and, in turn, the gearing. The result is a very efficient gearbox because the gearing can be adjusted almost infinitely. This means the engine can be kept at the optimum speed at all times. What's more, because there are no fixed gears, there are no gear changes either – and that means smooth acceleration without any jolts. But a CVT isn't without its downsides. If it's matched to a weedy engine, it'll hold the engine at high revs as you accelerate, to extract the most power – and that can mean you hear a lot of engine noise inside the car. All the cars that come with CVT gearbox have this tendency to go ahead as soon as you release the brake. This is because, it comes with creep function. This once again puts unnecessary pressure on the brakes of the car. In many cases, if you shift to Parking mode, the door unlocks as the car thinks that the driver is preparing to get out of the car. To avoid such confusions, it is always a good option to engage the parking brake then shift to Neutral.

## Dual-Clutch Transmission (DCT) Also known as: twin-clutch, double-clutch, DSG, PDK, R-tronic, Powershift.

This relatively new type of automatic gearbox was first used in the Audi TT and are becoming much more commonplace. They work much like an automated manual, except a dual-clutch gearbox has two clutches, one for the odd gears and one for the even gears. The control unit can line up the gear it thinks you're going to need next on one clutch while the other is still being used to drive the car. This means it can change gear more smoothly, and extremely quickly. However, it is possible to catch a dual-clutch gearbox out. There's sometimes a slight delay as the first clutch engages, for example, which can make low speed manoeuvring a little awkward. DCT is one of the most advanced automatic transmissions. One of the major issues in this type of transmission is that they can overheat during slow-moving traffic or long traffic jams as the clutch may not be fully engaged. If you are waiting at a traffic signal for a minute or two, the clutches will automatically be disengaged and therefore no pressure on the transmission, so there is no need to select neutral. It is therefore recommended once the pause becomes a wait, to leave the car in drive and engage the parking brake especially if you are on an incline.

Modern automatics usually have an electronic parking brake (EPB) which will release automatically as you press the accelerator. Many also have Auto Hold. This keeps the braking pressure you last applied on all the brakes and does require firm pressure at the end of braking to ensure the brakes hold. It may engage the EPB, particularly if the vehicle is on a steep incline, and will leave the brake lights illuminated, so it is worth checking. You don't want to be dazzling everyone behind, especially at night or in raining conditions.

Regulation 27 of the Road Vehicle Lighting Regulations 1989 and Rule 114 of The Highway Code states, you **MUST NOT** use any lights in a way which would dazzle or cause discomfort to other road users. Rule 114 also states, in stationary queues of traffic, drivers should apply the parking brake and, once the following traffic has stopped, take their foot off the footbrake to deactivate the vehicle brake lights. This will minimise glare to road users behind until the traffic moves again.





**West  
Yorkshire  
Combined  
Authority**

As reported in the Winter 2022 edition of Torque, Alison Lowe, West Yorkshire Deputy Mayor for Policing and Crime and chair of the Leeds Vision Zero 2040 board, had attended the President's address with a promise to keep our group involved. Vision Zero policy manager, Neil Hudson had addressed members of our committee in July this year and as a result we were invited by the West Yorkshire Combined Authority to attend a consultation event on 30<sup>th</sup> October in Wakefield, to discuss Vision Zero 2040.

A full article about Vision Zero 2040 appeared in the last edition of Torque. It may seem like a big goal to achieve in 17 years, but there are a lot of high-ranking people wanting to do everything possible to make it happen.

Pete Fenlon and I volunteered to attend the event especially as Pete had a vested interest in making his feelings known on his thoughts on the need for traffic signal cameras on a regular route into his hometown of Wakefield. We all see that there are not just "Amber Gamblers", but it is apparent red does not necessarily mean STOP for many road users.

So, the two of us turned up at the event and were seated at a round table, soon to be joined by a couple from Wakefield City Council, two ladies from different post-accident counselling charities, a lady who had travelled up from Cambridge who was connected with the Government, plus 3 people from other involved parties.

Following the agenda, we were all welcomed by the Mayor of West Yorkshire, Tracy Brabin, who explained

the need for Vision Zero and that funding was going to be made available to make the roads safer place for all road user by whatever means.

Next up was the Deputy Mayor for Policing and Crime, Alison Lowe, who explained the tragic reason why she is so driven to achieve the zero deaths on the road by 2040, her sister had lost her life at a very young age after being run over by a car near her home.

Neil Hudson then went on to show the results from a survey, 'Safety on the Roads of West Yorkshire, which was online and ran from 31<sup>st</sup> July to 4<sup>th</sup> September and received 1,165 responses. All were asked to look at twelve possible areas to prioritise relating to road safety. The area with the highest votes, was reducing anti-social driving behaviours, second highest was a suitable punishment for dangerous driving and third was improving road maintenance.

Various other facts and figures were discussed leading on to Vision Zero's Safe System Pillars :- Safe Roads, Safe Road Users, Safe Speeds, Safe Vehicles and Post-collision Response. We were told each of the six tables would be given one of the pillars to discuss and make recommendations for improvement, later in the event.

Paul Jeffrey, Head of Department, Prosecutions and Casualty Prevention Unit, presented an alarming set of facts and figures. In 2022 1,411 people were killed or seriously injured on the roads of West Yorkshire. He went on to mention Operation SNAP, which was set up online



in 2020 for the public to post dashcam footage of other road users committing offences. This portal has proved to be very popular and from April this year until now has had 5121 videos posted with 20% of those reaching the courts.

Dr Ian Greenwood used to work for the NHS, but after the tragic loss of his daughter in a road traffic accident he gave up his job to promote road safety, telling the group of the details of the accident. Some teenage boys had been racing each other on a country road at speeds in the region of 85 mph. One of them was overtaking the other when his wife's car with his two daughters inside, came into view around a blind bend. He now spends his time giving presentations around the country, "The Why, What and How of Road Deaths," using his own tragic experience to get the message across that Vision Zero is a must and we should all take part in it to make it happen.

Now the time came for group discussions on each table, so we were joined by a member of the Vision Zero Team who prompted us to take part and have our own input. The topic we were given was the Safe System Pillar, Safe Speeds. This pillar aims to address inappropriate speeds on the road. What more can be done ? The example of Wales was mentioned and the introduction of 20 mph limits in West Yorkshire cities and towns. More speed and traffic light cameras , better driver education/enforcement etc...

It seemed everyone around the table agreed with most suggestions but the consensus from the Wakefield Council members was it was all down to budgets and where was the extra money to be found. Each of the tables were asked in turn for their views and suggestion on the topics they were given.

Neil Hudson rounded up the meeting by thanking everybody for their attendance and input which he deemed a good source of information for later discussion by the Vision Zero Team.



## SPEED

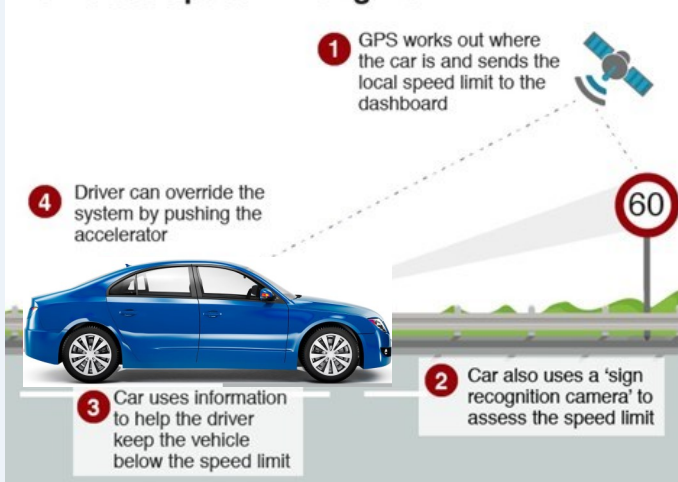
## LIMITERS

Speed limiters are a topic of conversation amongst tutors and associates. Older cars don't have them and not everyone knows if their car has one, and some don't know how they work. Personally, I believe they are not just a driving aid, but an essential safety feature and it does seem the EU agree.

From July 2022, speed limiters are now a legal requirement for all new cars sold in Europe and all manufacturers are officially required to integrate smart speed limiting technology called Intelligent Speed Assist (ISA). Part of a suite of advanced driver assistance systems (ADAS), the legislation includes Autonomous Emergency Braking (AEB), Lane Keep Assist (LKA) and reversing cameras. This is also being ratified into UK law. It also requires a data logger to be fitted. This will monitor your journeys and potentially send information to your insurer, and this is set to change the way many of us drive our cars.

Unlike cruise control, which maintains a consistent speed you initiate to eliminate the use of the accelerator, a speed limiter allows you to accelerate and decelerate as normal but not over the set speed you don't want to exceed. It's a helpful safety feature, especially for tackling miles of 'Average 50' on the motorway. It won't let you increase the speed past what you've set it to and/or an alarm will sound until you're back below the threshold set.

### How does speed limiting work?



The new mandated technology is a little bit different. Using a combination of road sign recognition and GPS navigation data, the car detects the speed of the road and then won't allow the driver to exceed the limit for more than a few seconds. The technology will use some of the sensors used in cruise control and when it detects the car is exceeding the speed limit, it will do four things in escalation:

- Flash a visual reminder of the speed limit to encourage drivers to slow down.
- Sound an alarm to alert the driver that the speed limit is being exceeded and use vibrations on the accelerator to send

a message to the driver.

- Sound a more urgent alarm, speak at the driver and/or apply pressure against the driver's right foot to force the driver to lift off.
- Take control of the brakes and apply them until the car is complying with the speed limit.

Yes, the car will stop you from driving over the speed limit, but it won't affect you immediately and there could be a workaround. All new cars made from that July 2022 date need to be fitted with the technology, but the new cars that were launched in 2022, without ISA, have until 2024 to have the tech fitted.

It's also worth noting that the feature can be disabled if the driver wishes. So, like seat belts, while this feature is mandatory for production, there's no stipulation to have it activated. At least, for the moment. Deactivating the system will vary car by car but will most likely be nested deep within some menu to discourage you to disengage the feature. So, what's the point of making it a legal requirement if it can be deactivated? There's now going to be a data logger fitted. If there's an accident and the black box shows the feature was disabled and the speed was excessive, drivers may invalidate their insurance. It's expected that from 2024, the choice to deactivate will be removed. It isn't confirmed yet, but it's highly likely your insurance premiums will go down if your car is fitted with the new ISA speed-limiter technology.

Autonomous emergency braking (AEB) has been shown to reduce collisions by some 25% and is also being mandated at the same time, even though many new cars already provide this technology as standard. This whole exercise is about road safety. A lot of countries have committed to Vision Zero, which is all about zero fatalities on the road.

This speed-limit technology is not entirely reliable. If you've been in any new car recently, even just the basics of recognising the road signs accurately doesn't come without problems. There are numerous examples of the car saying 80 in a 30, which is sometimes where the car's camera is picking up the sign on the back of a lorry from the EU, rather than the one on the side of the road.

It is likely the UK will implement the ISA systems, as not only is it expensive to make different cars for different markets—history has shown that if one authority regulates on seat belts, air bags or catalytic converters, standards are usually adopted on a global level—but the UK has always been a pioneer for road safety and will most likely champion autonomous driving in Europe.

If you have an accident, and it's down to your speeding or erratic driving, the data logger in your car will capture this, and report it back to anyone investigating the accident. Using a combination of GPS and in-car sensors to determine speed, and position of the car, as well as how hard you've been braking or cornering. If you're proven to be speeding or driving erratically, the police will have greater opportunity to prosecute you. Since there are huge implications around privacy, it'll be interesting to see how this part of the legislation will be used.





accidents don't have to happen

## Advanced Drivers and Riders

### RoSPA Advanced Driving Test

#### Group Approved Tutor

**Chris Luty**

**Jamie Feaviour**

**Gold**

**Lee Wilson**

**Anita Lachowicz**

**Bronze**

**Masato Sato**

# Drivers

### RoSPA Advanced Motorcycle Test

#### Group Approved Tutor

**Tony Bradley**

**Rob Hall**

**Gold**

**Kevin Heap**

**Silver**

**Tudor Griffiths**

**Craig Tully**

**John Barnett**

**Caroline Pickles**

**Neil Clarkson**

# Riders

## WYG-RoADAR Committee

If you didn't spot the hidden message in the Autumn Edition, then I apologise as there wasn't one, but I hope you had fun trying to find it!

The committee have not been idle during the Summer and Autumn months. A sub-group scrutinised the group constitution and having found several anomalies set about rectifying the issues. This was carried out speedily and efficiently and having been seen by the members and approved by RoSPA, is now available to view on our website .

Member subs were discussed and there will be no increase in 2024. However, the early payment discount for existing members paying at or before the AGM will cease from 2025.

The motorcyclists in our group carry In Case of Emergency (ICE) cards. The committee agreed to purchase new ones, not just for the motorcyclists, but for all our members. It's also a good idea to add ICE contacts to your mobile phone. ICE cards are available from tutors or you can print the one below.

## Emergency Information

Name:



**Next of Kin Name:**

**Insurance Provider:**

Next of Kin Tel:

Insurance Policy No:

**Medical Info:**

**Recovery Org:**

Blood Group:

Recovery Tel:

NHS No:

**Personal Phone:**

Allergies: