



ROSPA

**Advanced Drivers
and Riders
West Yorkshire**

Drivers



Torque

Spring 2024



On yer bike



Riders

From the Editor

The last few months have been a bit testing for me. Although apprehensive about having a knee replacement operation in December, my pre-op consultation revealed I had anemia, so the operation was postponed. After some tests and a course of iron tablets, I am now back on the list for the surgery. My father was also diagnosed with terminal cancer in early December and although I sorted carers for him at home initially, he was soon taken into St. Gemma's Hospice in Leeds. Our daily visits took their toll and he passed away five weeks later. I am also starting a new voluntary job for the Camping and Caravanning Club as a site inspection officer. So contrary to popular belief, I do have a life outside of RoSPA. This has all helped me decide after five years as editor of Torque, I am now looking for someone to take over. If you fancy giving it a go, let me know.

I have written an article about communication, as I know it is not always as clear as it should be within the group. Personally I always acknowledge texts and emails but forgive me if I have not responded as quickly as usual recently. Some may say I am too efficient in this respect but we have all heard the saying, "never put off till tomorrow what you can do today." Unfortunately some mix this up and never do today what they can put off until tomorrow.

In the last edition, I made a plea for articles, and like buses, Dave Robertshaw responded with three articles, the first of which is on page 4 about his trip to the Classic Car show at the NEC. A great day out and well worth the trip for car enthusiasts. Cycling is becoming more prevalent and the Highway Code was amended to help cater for these minority road users. I have written an article on page 3 which may surprise some and hopefully help others.

Jon Taylor has helped with this edition with his speech at the AGM and an article he wrote for his diploma in motorcycle maintenance course.

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.

19th March - Mike Yeomans - Training Development UK

16th April - Paul Feather & Richard Lyon - Operation SNAP

21st May - Andrew Price - Geveko Road Markings

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.

Spring 2024



Martin Jones (Editor)

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2024 Committee

Chairman	Jon Taylor
Secretary	Nigel Storey
Treasurer	Ellen Clayton
Membership secretary	Rob Hall
Car Training Officer	Mike Bell
Bike Training Officer	Dave Green
Member	Rebecca Boldry
Member	Bob Everick
Member	Pete Fenlon
Member	Steve Harker
Member	Martin Jones
Member	Pat Pedley
Member	Peter Stirk
Member	Andy Twaites

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.



I am sure you have sometimes felt like saying this to cyclists who you believe are not following the rules of the road.

Did you know there is a National Standard for Cycle Training? Unfortunately, the 7.61million UK cyclists do not have to have any training whatsoever before jumping astride a cycle and riding it on our roads. The National Standard is a statement of competent cycling and cycling instruction and describes the skills and understanding needed to cycle safely and responsibly and to enable others to cycle.

The National Standard aligns with established national standards for driving and riding mopeds and motorcycles that underpin driver and rider training. This should in theory encourage better shared road use.

The National Standard promotes the use of systematic routines, by making good and frequent observations, communicating intentions to other road users, choosing and maintaining the most suitable riding position and prioritising road use, particularly at junctions. This is all sounding extremely familiar.



There is even a book called, believe it or not, "Cyclecraft." This is a complete guide to safe and enjoyable riding for adults and children written by John Franklin. This book is the foundation of Bikeability, the National Standard for cycle training. Bikeability is the government's national cycle

training programme to help cyclists learn practical skills. I am sure a lot of you will remember this as the cycling proficiency test. There are various levels of Bikeability for children and adults, from Level 1, which is really for those who may have only just

mastered the art of balance. Level 2 and 3 are for those wishing to improve their skills and ride on the road and cope with traffic and complex roads. Bikeability plus is a set of different modules to suit different ages, standards and requirements from learning to pedal to cycle maintenance.

Cyclecraft describes the primary and secondary positions for riding as follows: *The primary position is in the centre of the leftmost moving traffic lane for the direction in which you wish to travel.... The secondary position ... is about 1 metre (3 feet) to the left of the moving traffic lane if the road is wide, but not closer than 0.5 metre (1.5 feet) to the edge of any road.... The secondary riding position is always relative to the line of moving traffic, not the road edge.*

The Highway Code advises cyclists to ride in the middle of the lane on quiet roads, in slow-moving traffic, or when approaching junctions or road narrowing's, but advises to ride 0.5m from the kerb edge when cycling on busy roads or with traffic that is moving faster than them. Not forgetting the Highway Code clarifies that cyclists can also ride two abreast. Rule 163 does back up Cyclecraft guidance stating to leave at least 1.5 metres when overtaking cyclists up to 30mph and give more space when overtaking at higher speed. Rule 67 advises cyclists to leave one metre or at least a doors width when passing parked vehicles. It also states cyclists should take care when passing large vehicles on the left, but I have not been able to find any advice as to how much room a cyclist should give a motor vehicle when carrying out this manoeuvre or of course when overtaking motor vehicles in a 20mph zone.

Legally, speed limits do not apply to cyclists. There are however offences of careless or dangerous cycling. With more bike riders on our roads and I am sure, like me, you have witnessed the delivery riders furiously riding through traffic and dodging from cycle path to roadway trying to make up time.

Well Leeds City Centre now has the "Beryl Bikes." Two hundred Electric cycles for hire at various locations throughout the city. They are available by using a phone App and cost £1 to unlock and 16pence per minute to ride. Has anyone used them as I would be interested to know?





NEC Classic Car Show

Dave Robertshaw



Ever heard of a Lloyd Alexander or a Kaiser Darrin? Me neither, but such were some of the rarities on display at the NEC Classic car show that I attended in November. It's a while since I'd been to this one and as ever, I was overwhelmed by how large a show this is. It goes on across multiple halls in the NEC and makes for a day that involves a lot of walking. It took me long enough to walk from my car to the show entrance in fact, and I'd parked relatively near the main entrance!



Slightly bewildered by the scale of the event, I found myself in the trade hall where a number of dealers had stands and where there were rows of interesting old cars for sale.

Rather a dangerous place to start you might think, especially for a serial car buyer. Predictably enough, I did indeed spend far too much time looking around a lovely immaculate BMW E46 cabriolet. Luckily, the sales rep was busy with another customer, and I eventually decided I should look at some cars which were different to the one I'd arrived in.

I moved onto the auction area where there were a good number of very interesting and fairly exotic cars on show, awaiting their time with the auctioneer. As ever, I was amazed by the guide prices on some of these; an original Sierra Cosworth caught my eye in particular: guide price £130k! You could get one of those for a tiny fraction of that when I was younger... maybe I'm just getting old.

Moving on I started looking around some of the club stands and was impressed with the variety of cars on show and the obvious enthusiasm demonstrated by those displaying them.



The Lloyd Alexander was on the Borgward stand; Borgward being a German company that ceased sometime in the 1960s. It's rare to see any Borgward or Lloyd now, but there are actually two that I know of in the Leeds area, one of which is currently for sale. I chatted with one of the club reps about the cars and let them know of the Northern Borgward Isabella looking for a new home.

The Alfa Romeo stand enabled a glimpse at some rare metal.



It's an obscure car, but I was pleased to see an Alfa Romeo 90, complete with the detachable briefcase that forms part of the dash and glovebox still in place!

It's funny how some previously very ordinary vehicles become interesting over time. Well, interesting to me anyway. In another hall I found myself marvelling at a Metro van in showroom condition. How has this example survived in such pristine condition, when practically every single other example has been worn out and thrown away?



Onto some American stuff now and I'm very taken by a lovely blue Chevrolet Corvette Stingray.



This is where we meet the Kaiser Darrin too, an American roadster from the 1950s.



I continue around the rest of the show, enjoying the mix of everyday cars from the '50s to '90s, from the obscure to the exotic. Speaking of which, it was nice to see an early Lamborghini Countach downstairs, although with a price tag of several million, it's probably a bit out of my price range.

After a number of hours seeing everything, I head back to the car and realise there are also a few interesting cars parked in



amongst the moderns, although I don't envy the guy who turned up in a Bond 3-wheeler van. With a 247cc engine, I can't imagine it was much fun on the M42.

Aside from an abysmally dire lunch (a cardboard sandwich and a drink for over £8), it had been a good day out.

Motorcycle Rear Lights Fault Diagnosis and Repair-Jon Taylor



Motorcycle auxiliary electrical systems can have their own unique electrical circuits or are linked to others, but to save on the cost of running separate earth wires, the motorcycle frame is used for earthing purposes and the negative lead of the battery is fastened to the frame to provide the flow of electricity back to the battery.

The fault showing concern was that both rear lights, the tail and stop lights were dim even though the twin filament bulb had been changed. As the motorcycle was a few years old, a full investigation took place, as the cause of the problem could be one of many. Common faults could be that a previous owner had broken into the wiring harness to fit additional extras, insulation could have been rubbed through on the frame or other component, corrosion could have entered the terminals or sockets blocks, wires can break if subjected to vibration or become trapped during routine maintenance. The presence of water in electrical components can also add to electrical issues, i.e. if the owner uses a pressure washer on a regular basis. All these common faults can cause components not to work correctly, blow fuses or overheat or not work at all.

The motorcycle seat was removed along with the lefthand side panel to gain access to the battery and some of the wiring harness. A visual inspection took place first to see if the wiring harness was in good condition. To fully check the wiring harness the petrol tank was removed. Care was taken to follow the wiring harness in both directions from the battery to the rear light and forward to the light switch on the lefthand handlebar, the rear brake light switch on the front brake lever assembly and the rear brake switch on the rear brake pedal. While inspecting the switches, WD40 was sprayed into the switches. As there was nothing to cause concern with the wiring harness and spraying WD40

into the switches to rule out water ingress, did not cure the fault, the next step was to check the battery voltage. An electrical multi-meter was switched on, turning the dial to read DC voltage in the 0-20 volt range.

Placing the red terminal probe on the positive battery

terminal and the black probe on the negative battery terminal, a satisfactory reading of 12.9 volts was taken. The voltage at the rear light unit was checked, after the lens and bulb had been checked. Once removed the bulb's wattage ratings were checked against those stated in the manual. The bulb was checked using the battery and two lengths of wire, using the battery as the electrical source. The negative wire being wrapped around the bulb and the positive wire was touched upon the two electrical contacts, in turn at the bottom of the bulb. The bulb illuminated correctly, the 5W first for the taillight and the 21W secondly for the brake light.

The bulb was placed back in the rear taillight unit and the lens cover refitted, the light switch was turned on and the front and rear brake light switches were activated. The bulb did not seem as bright as it should do. The rear light unit lens was inspected and found to be the original cover, so this was not the cause of the problem. So now the bulb was removed again, and the multi-meter was again set to read 0-20 volts. The negative black lead was secured to the negative terminal on the battery and the ignition was switched on along with the light switch on the handlebar. The red positive probe from the multi-meter was used to test the lighting circuit voltage to the rear light bulb holder, by touching the taillight bulb contact point. The multi-meter showed a voltage of 12.8 volts, this was considered acceptable as the battery voltage was starting to drop due to the lights being tested without the engine running, which would have kept the battery topped up, via the alternator. The positive multi-meter probe was touched onto the brake light bulb contact point and the front brake lever was pulled. The multi-meter showed a voltage of 12.8 volts. The rear brake pedal was now depressed but no voltage was recorded. Looking at the rear brake light switch, just above the

rear brake pedal it could be seen it needed to be adjusted as the spring connecting the pedal to the switch was not registering the pedal movement. The switch's plastic locking nut was adjusted to allow 2 mm free play before the spring started to activate the brake switch.

Now the rear brake switch was adjusted, the red positive probe from the multi-meter was placed on the brake light bulb contact point and the rear brake pedal was depressed and this time showed a voltage of 12.8 volts. So now it was considered that if the correct voltage was getting through to the rear stop/brake light holder, the only possible cause could be a bad earth track back to the battery. To test this theory a suitable size and length of wire was secured at one end to the negative terminal and the other end was to provide a new earth track back to the battery. The ignition was turned on and the light switched moved to on, the new earth lead was touched onto the rear stop/taillight bulb holder outer. The bulb got brighter as the lead was touched onto the bulb holder and stayed brighter as the lead was moved on to the metal lamp holder. The same test was performed on the bulb holder when the brake switches were applied, this test proved the fault of the dim operation was caused by poor earthing contacts through the mudguard to which the light unit was secured, through the frame back to the battery completing the electrical loop.

To rectify the issue all contact points, between the rear light bulb holder back to the negative terminal on the battery would need to be cleaned to provide a clean contact path. This involved removing the rear light unit, the rear mudguard and negative lead from the battery to the frame. Once all contact points were cleaned and the mudguard/rear light unit were reassembled, the problem of the dim light illumination was resolved. This investigation and rectification work involved in resolving this issue proved a good earth path back to the battery is essential for all electrical auxiliaries to function correctly.

Jon is currently studying for a diploma in motorcycle maintenance and he wrote this article as part of his course.

We wish him every success in the future.

Editor

“Honest, it wasn’t me!” - Martin Jones

I am sure we have all heard of email, text, and phone scams. On the 3rd of November, I received a call from a number I did not recognise. The caller said they were from my motor insurers, LV=. I was told my vehicle had allegedly been involved in an incident the previous day and I was asked to confirm my full name and first line of my address and postcode. I said as they had called me then they would have that information. The caller said they would send me a text with a number to call. I didn’t see how that would help but I agreed. The number sent did not accept incoming calls so to see if the call was a scam, I phoned my insurance company on the correct number.

Not surprisingly I was in a queue. Some thirty minutes later the call was answered, and I was transferred to the claims department. The assistant told me it was alleged a car bearing my number plate had been involved in an incident the previous day, Thursday 2nd November, in Ellesmere Port in Cheshire. I asked if by incident they meant collision and I was told they are all referred to as incidents. She had no further details other than the details of my insurers had been obtained via the Motor Insurers Bureau, so she presumed it was the other party’s insurance company. Worryingly the claims assistant informed me, had my policy been due for renewal, then this claim against me could affect my premium.

With such scant details, I could only surmise a car number plate had been taken down or given wrongly or my car had been cloned. My car is a White 2023 plate Hyundai Santa Fe with Bluelink® connected car services which I can access in the car or on the App on my smartphone. This gives me a lot of information such as if the car is left unlocked or the alarm is activated, how much fuel is left and the location of the car. More importantly for me, it records all the journeys, including



date, time, distance, average speed, and top speed for the journey. Quite handy for telling off my wife when she nips to Aldi, and I know she did 33mph in a 30mph limit.

I told the claims assistant about the App and after checking, I realised I had only made five local trips that day totalling sixteen miles. I had in fact collected my 90-year-old father and taken him to Pinderfields hospital in Wakefield. As Ellesmere Port is some sixty-seven miles away from me, I felt this was proof enough, so I sent screenshots of the relevant information. I also said I could back up my alibi with dashcam footage from my car. She felt it may also help to prove my innocence and emailed me a link to download the footage. My dashcam records in three-minute segments so I picked out some relevant sections showing road names and numbers and the time and date on the five local trips I had made on the 2nd of November and emailed them as requested.

The following week I was contacted again by LV= and asked if I would allow one of their engineers to inspect my car. I agreed but said it seemed a bit of a pointless exercise as I had no

damage, had not been to Ellesmere Port and said surely it would be more expedient to ask the other insurers for further details of the offending vehicle before pursuing this further. They still had no further information of the alleged incident and I really needed to prove my innocence so agreed to the inspection.

The engineer arrived as arranged on 20th November and took thirty-five photos of the car from every angle and agreed there was no signs of damage or repair, but he was in the dark about the allegation as much as the claims department and me. He saw the West Yorkshire RoADAR car sticker in the front windscreen and asked about it. He thought it quite ironic being an advanced driver that I had been accused of something I obviously had not done. He was interested in our voluntary organisation, so we had an engaging conversation about the training we give. He gratefully accepted some advice I gave him about the use of his car speed limiter, which like many others, he didn’t even know he had fitted to his car.

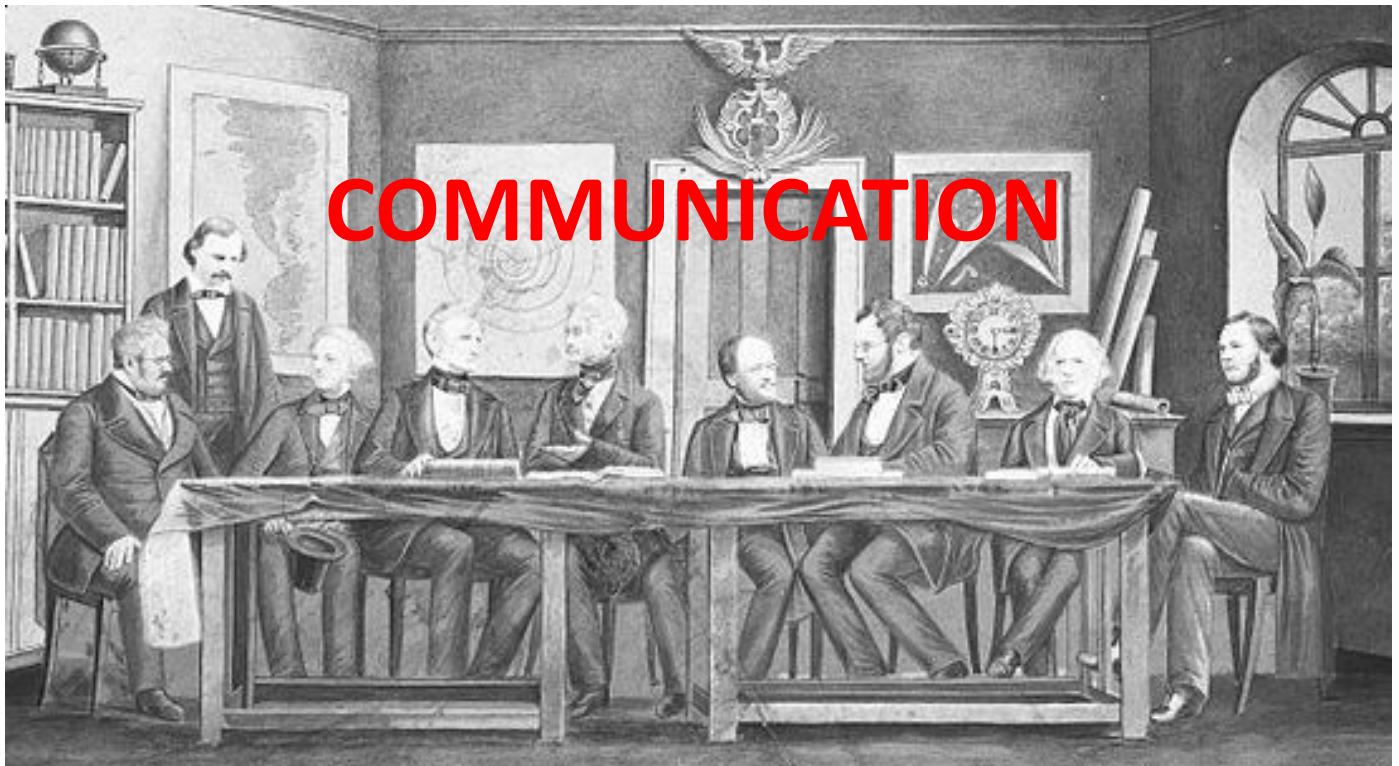
That week I emailed dispute department at LV= twice and as I didn’t receive a response, I phoned them on 27th November. I was told the only contact they had with the insurer of the other party was via a portal, but they would phone them that day. A bit confusing but I did get a call back and found out the incident had happened at 3.30pm outside a school and the other party were waiting for CCTV from the school. As it was almost four weeks after the incident, and this was looking increasingly like my car had been cloned so I reported the incident online to Cheshire Police. I received a response the following day asking for details of the incident and the vehicles involved.

I contacted LV= again and GDPR raised its ugly head. They were not allowed to give me any details and advised me to inform the police to request them via the appropriate channels.

A little over five weeks after the alleged incident and I rang LV= and told them that as there was no further information forthcoming and my worries about the possibility my vehicle may have been cloned, I now wanted details of the insurer of the other party making the allegation so I could personally pursue the matter. I was given the relevant details but advised of the difficulty in contacting the other insurance company, Direct Line. Just fourteen minutes and several “press 2 for” later and the mystery was solved. Not surprisingly someone had mistaken the U in the number for a V, either whilst writing it down or it was a typing error, and the offending car is an eighteen-year-old Silver Hyundai. If only that information had been forthcoming at the start.

Technology has proved my innocence, and I can now hold my head high.





Have you ever walked into a shop or building and held a door open for someone coming out and they have walked out without so much as a sideways glance or nod of thanks? We understand this as bad manners and to say thank you for such a small act is common decency. Not only that but it shows poor communication skills. We see this every day on our roads which is why we teach courtesy signals. We also communicate our intentions to other road users with the position and speed of our vehicles and use of the indicators, lights, horn and brake and reversing lights.

Imagine an in-person conversation with someone. You ask them a question and do not receive an answer. Did they hear you or did they not understand the question or again is this bad manners or poor communication skills. After all communication works both ways. The same applies to text messages and emails. These need to be acknowledged otherwise how will the sender know you have received it or understood it. Emojis are a great tool and a simple thumbs up acknowledges receipt if an answer is not required, thereby leaving the sender in no doubt the message got through. Just don't forget to give an answer if you were asked a question.



As the new year started, some members did not realise their annual subscriptions expired and payment for this year was not forthcoming. Reminder emails were sent and followed up to ensure payment was made. So please read your emails, look at the website, join the Facebook page and read Torque, it's how the group communicate.

Our tutors have to communicate their lessons to those they are training but also have to ensure the information is understood otherwise the trainee would not learn from the lesson. Those of you who have undergone training will understand the various methods tutors use to help you learn. We try to recognise what the trainee's learning preference is and use an acronym VARK, which may be familiar to you.

VISUAL- use of pictures, videos and seeing what needs to be learned.

AURAL- information that is heard or spoken.

READING/Writing- what the lesson is about and use of books or taking notes.

KINESTHETIC- is actually doing what needs to be learned and practice.

You will probably recognise your own learning style or even a mixture of some of these but without communication it would be difficult to learn.

Our committee members also must have effective communication skills. They must speak out on behalf of the group and actively listen to others. There are also non-verbal communications such as body language and facial expressions. This made committee meetings held via Zoom during the lockdown very difficult and was a welcome relief to some when the meetings returned to being in person.

Electric Vehicles – The Future?

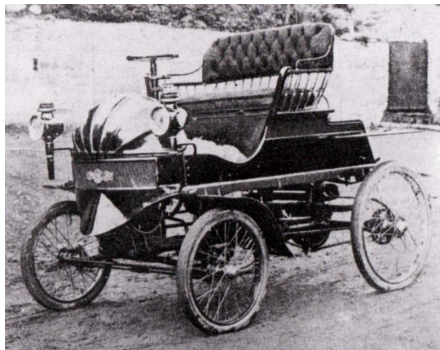
Mild hybrids (also known as **power-assist hybrids**, **battery-assisted hybrid vehicles** or **BAHVs**) are generally cars with an internal combustion engine equipped with an electric machine (one motor/generator in a parallel hybrid configuration) allowing the engine to be turned off whenever the car is coasting, braking, or stopped, and then quickly restarted once power is again required. Mild hybrids may employ regenerative braking and some level of power assist to the internal combustion engine (ICE), but mild hybrids do not have an electric-only mode of propulsion. The mild hybrid's electric motor provides greater efficiency through the use of a single device that is essentially an integrated starter/alternator sometimes known as a generator-motor unit. A typical mild-hybrid setup uses a belt-powered generator-motor unit driven off the engine to supply power to a small battery. The generator is also powered through regenerative braking, enabling power that would otherwise be dissipated as heat to be recaptured and recovered for use in powering the vehicle. The small power assist generated by mild-hybrid systems can help supplement the gas engine in low-speed situations or handle the demands of engine start/stop functionality. Vehicles equipped with a mild-hybrid system typically see anywhere from a 1-4 miles per gallon improvement in fuel economy relative to comparable models without the technology.

Mild hybrids do not require the same level of battery power and do not achieve the same levels of fuel economy improvement as compared to full hybrid models. Compared to a full hybrid vehicle, mild hybrids may provide some of the benefits of the application of hybrid technologies, with less of the cost-weight penalty that is incurred by installing a full hybrid series-parallel drivetrain. Fuel savings would generally be lower than expected with use of a full hybrid design, as the design does not facilitate high levels of regenerative braking or necessarily promote the use of smaller, lighter, more efficient internal combustion engines.

A **hybrid vehicle** is one that uses two or more distinct types of power, such as submarines that use diesel when surfaced and batteries when submerged. Other means to store energy include pressurized fluid in hydraulic hybrids.

The basic principle with hybrid vehicles is that the different motors work better at different speeds; the electric motor is more efficient at producing torque, or turning power, and the combustion engine is better for maintaining high speed than a typical electric motor. Switching from one to the other at the proper time while speeding up yields a win-win in terms of energy efficiency, such that it

translates into greater fuel efficiency. When the term *hybrid vehicle* is used, it most often refers to a Hybrid electric vehicle. These encompass such vehicles as the Toyota Prius, Toyota Yaris, Toyota Camry Hybrid, Ford Escape Hybrid, Ford Fusion Hybrid, Toyota Highlander Hybrid, Honda Insight, Honda Civic Hybrid, Lexus RX 400h, and 450h, Hyundai Ioniq, and others. A petroleum-electric hybrid most commonly uses internal combustion engines (using a variety of fuels, generally petrol or Diesel engines) and electric motors to power the vehicle. The energy is stored in the fuel of the internal combustion engine and an electric battery set. There are many types of petroleum-electric hybrid drivetrains, from **Full hybrid** to Mild hybrid, which offer varying advantages and disadvantages. William H. Patton filed a patent application for a gasoline-electric hybrid rail-car propulsion system in early 1889, and for a similar hybrid boat propulsion system in mid-1889. There is no evidence that his hybrid boat met with any success, but he built a prototype hybrid tram and sold a small hybrid locomotive.



In 1899, Henri Pieper developed the world's first petrol-electric hybrid automobile (*above*)

In 1900, Ferdinand Porsche developed a series-hybrid using two motor-in-wheel-hub arrangements with an internal combustion generator set providing the electric power; Porsche's hybrid set two-speed records. While liquid fuel/electric hybrids date back to the late 19th century, the braking regenerative hybrid was invented by David Arthurs, an electrical engineer from Springdale, Arkansas in 1978–79. His home-converted Opel GT was reported to return as much as 75 mpg with plans still sold to this original design, and the "Mother Earth News" modified version on their website.

The plug-in-electric-vehicle (PEV) is becoming increasingly common. It has the range needed in locations where there are wide gaps with no services. The batteries can be plugged into house (mains) electricity for charging, as well being charged while the engine is running.

An **electric vehicle (EV)** is a vehicle that uses one or more electric motors for propulsion. It can be powered by a collector system, with

electricity from extravehicular sources, or it can be powered autonomously by a battery (sometimes charged by solar panels, or by converting fuel to electricity using fuel cells or a generator). EVs include, but are not limited to, road and rail vehicles, surface and underwater vessels, electric aircraft and electric spacecraft.

EVs first came into existence in the late 19th century, when electricity was among the preferred methods for motor vehicle propulsion, providing a level of comfort and ease of operation that could not be achieved by the gasoline cars of the time. Internal combustion engines were the dominant propulsion method for cars and trucks for about 100 years, but electric power remained commonplace in other vehicle types, such as trains and smaller vehicles of all types. In the 21st century, EVs have seen a resurgence due to technological developments, and an increased focus on renewable energy and the potential reduction of transportation's impact on climate change, air pollution, and other environmental issues. Project Drawdown describes electric vehicles as one of the 100 best contemporary solutions for addressing climate change.

Government incentives to increase adoption were first introduced in the late 2000s, including in the United States and the European Union, leading to a growing market for the vehicles in the 2010's.

Increasing public interest and awareness and structural incentives, such as those being built into the green recovery from the COVID-19 pandemic, is expected to greatly increase the electric vehicle market. During the COVID-19 pandemic, lockdowns have reduced the amount of greenhouse gases from petrol or diesel vehicles.

The International Energy Agency said in 2021 that governments should do more to meet climate goals, including policies for heavy electric vehicles. Electric vehicle sales may increase from 2% of global share in 2016 to 30% by 2030. Much of this growth is expected in markets like North America, Europe and China; a 2020 literature review suggested that growth in use of electric 4-wheeled vehicles appears economically unlikely in developing economies, but that electric 2-wheeler growth is likely. There are more 2- and 3-wheel EVs than any other type.



Annual General Meeting 2023

This was held at our usual venue at Garforth Miners Welfare Hall at 8pm on Tuesday 16th January 2024 and there were 21 members present. This meant the quorum for the meeting was not met but was only realised until afterwards. Unfortunately our President, Kevin Sharp, was not able to attend so the whole of the proceedings were run by our Chairman, Jon Taylor, from the front of the hall surrounded by the officers of the group. The group constitution was amended so the required numbers were lower and the meeting re-run in February.



L to R Sec.-Nigel Storey, Treas.-Peter Stirk, Chair-Jon Taylor, Dep. M/cycle Training Officer-Pete Fenlon, Car Training Officer-Mike Bell

Jon gave his speech,

Well, where did 2023 go ! My time as chairman over the last year did not start off too well with two top representatives from RoSPA HQ waiting in the wings at the AGM. Matters raised brought about some changes and new procedures, Health, Wellbeing, Feedback and Complaints.

March 2023 group meeting guest speaker was David Gallagher, the young driver ambassador. This kicked off a promotion by the group to encourage younger drivers between 17 and 25 to come and experience advanced driving with a view to free membership. To date I believe we have had two takers. I think I am right in stating the committee plans to carry on the offer into 2024.

The year as a whole has seen many test passes, making our group members safer road users, which would not have been possible without the time and effort of our car and motorcycle tutors, not forgetting the hard work of the training officers and their deputies.

Behind the scenes the committee has worked tirelessly to resolve the day-to-day issues, spending hours discussing and finding amicable solutions. A few mentions should be made in the way of thanking the editor of Torque, Martin, for compiling and publishing an excellent magazine, to the secretary Nigel for his endless work compiling agendas, minutes and sorting the admin and lastly the treasurer Peter who has been in that position for in the region of 25 years and is now stepping down from the role.



Lastly anyone that knows me will know I am retired but am now working harder than ever, studying for a diploma in motorcycle maintenance, training advanced motorcyclists and renovating a property in North Yorkshire, which one day my wife and I will move into. I have also signed up for advanced training in the car when time permits. So, I wish to step down as chairman, but I will remain as the figure head so to speak until someone else is found to take on the role, as I would not wish to see the group fold. So, if anybody is willing to take on the role, it is now in a much better place than it was 12 months ago."

There were reports from both motorcycle and car training officers as well as the secretary and treasurer. Peter was presented with a memento of his 25 years as treasurer and is to be replaced by Ellen Clayton. He will remain a member of the committee for 2024 and a car tutor. You can read more about Peter in the Summer 2022 edition of Torque, on our website vyg-roadar.org.uk/torque

Advanced Drivers and Riders

RoSPA Advanced Driving Test

Advanced Tutor Re-test

Stephen Muirhead

Gold

David Horner

Drivers

RoSPA Advanced Motorcycle Test

Gold

Tudor Griffiths

Colin Barnes

Silver

Geoff Hale

Riders

WYG-RoADAR Committee

The December committee meeting revealed not all the committee members wished to continue with their duties in 2024. The AGM held on 16th January, saw the 2023 committee dissolved and new proposals were made and seconded. Unfortunately, it wasn't until after the meeting we discovered there were insufficient members present for the meeting to have been held. In 2016 Headquarters gave groups the choice of remaining as part of RoSPA providing they created a group constitution and as such gave guidance and a model to work from. It advised there should be 5 members or 10% of the membership at AGM's. When our constitution was created, for some inexplicable reason the minimum was written as 25 members. Unfortunately our secretary at that time is no longer a members. This has not caused any problem until this year when there were only 21 members present. The section in the constitution was quickly amended and approved by the membership in time for the old committee to be dismissed and the 2024 committee voted in to record breaking attendance at the February group meeting. A full list of the 2024 committee is on page 2.

At the January meeting, which would have been the AGM, saw a presentation made to Peter Stirk for 25 years service as our group treasurer. This role will now be fulfilled by Ellen Clayton and Rob Hall will be assisting her as membership secretary. Peter will remain on the committee and also able to assist them.

Jon only took on the role of Chairman for three months last January, which fortunately he extended to the full year. He has agreed to stay as the figurehead of the group in the role but his personal commitments may not allow him to be available all the time. In order to help him, the committee agreed at the December meeting they would take turns to chair the committee meetings and lead the group meetings so watch out for new faces.

As we had vacancies, a couple of group members were allowed to attend the February committee meeting as guests to see if they may wish to join us. This was successful so we welcome Pat and Rebecca to the 2024 committee.

IMPORTANT REMINDER

Group Subscriptions run from 1st January to 31st December every year and early payment reduction has now ceased.