



ROSPA

**Advanced Drivers
and Riders
West Yorkshire**

Drivers



Torque

Summer 2024



Editor caught on camera

STARSHIP



Riders

From the Editor

After a traumatic winter for me, lets hope the summer months bring some sunshine for everyone. I had my knee replacement surgery on 13th March and I was soon up and running. Well not quite running but you know what I mean. It was done under a spinal anaesthetic so I was awake and able to hear the procedure. The bad news for me was the consultant saying I couldn't drive for six weeks.

We had a record number of attendees at our February group meeting and I would like to claim some of the credit as I conducted a Roadcraft discussion, but the capacity audience were most likely there so we could legally rerun the AGM.

Our youngest group member, Callum Horsfall, passed his advanced driving test in April and his story is on page 3.

The April meeting was a presentation from the staff who run Operation SNAP for West Yorkshire Police and I have written about this on page 7.

Car tutor, Dave McAulay, put together a handout for the associates he tutors which I have amended slightly and reproduced it on page 9. Print it and keep it as a useful reminder of Roadcraft salient points.

Dave Robertshaw has once again helped to fill the pages with an article about his dream garage on page 4 and Jon Taylor has edited an article he wrote for his motorcycle maintenance course on page 8.

I have a busy few months ahead and as I keep being reminded, we are all volunteers and we have a life outside of RoADAR. If you do want an Autumn issue, please put your thinking caps on and email me the articles.

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.

18th June - Neil Hudson—Vision Zero Policy Manager

23rd July —Jon Taylor—Highway Code Quiz

August —No meeting

Can any member who attends a meeting and is willing to write about the presentation, or if you wish to suggest a guest speaker, please let me know.

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.

Summer 2024



Martin Jones (Editor)

torque@wyg-roadar.org.uk

2024 Committee

Chairman	Jon Taylor
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Car Training Officer	Mike Bell
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Callum Horsfall

Group youngest Advanced Driver.

The March 2023 group meeting was a presentation from David Gallagher about the young driver initiative which spurred the committee into action, and it was decided to give free membership and tuition to applicants aged 17-25. 17-year-old Callum Horsfall and his mum attended the group meeting in April 2023 and after speaking with our car training officer, decided to take advantage of the new initiative.

Callum had been keen to start his driving career as soon as he was able to and after passing the online Highway Code theory test, he was signed up to a one-week intensive driving course just a month after his seventeenth birthday in October 2022. After some extra practice under his mum's supervision, he took his driving test a few weeks later in December 2022 and passed at the first attempt.

On 6th May 2023, a free half hour driving assessment in Callum's Peugeot 107 hatchback took place under the watchful eye of deputy car training officer and Advanced Tutor, Martin Jones. There were some faults identified. Indicating when not of benefit to another road user, not using the handbrake and a reluctance to use the horn and some glaringly wrong advice given to Callum by his driving instructor, but nothing that couldn't be rectified. The biggest problem was as Callum had passed the theory test; the instructor saw this as that part of the job done. Tutors in our group know this is not the case. How can a driver observe, understand, and react to signs and road markings if they don't know what they mean. There are no multiple choices out on the road.

After the debriefing, Callum signed up for the training straight away and was issued with his free Highway Code and Roadcraft and arrangements were made for the first session, which was to be a full pre-course assessment drive. This took place a couple of weeks later and Callum had already started to rectify some of the identified faults. Advice was given to arrange a session every week to two weeks but more importantly to practice between sessions. He was also told what the content of the following session would be and read the chapter in Roadcraft beforehand. Highway code questions were asked during and at the end of the sessions with Roadcraft questions given to help with revision.

During the training, Callum changed his car twice to a Vauxhall Corsa and then an Audi A3 and he also studied for mock A level exams. He had a couple of long breaks due to holidays so there was a nine-week and an eight-

week period without a training session. It was amazing how quickly bad habits reappear, but when pointed out, disappeared just as quickly. Being observed by another tutor halfway through the training, was encouraging for Callum and by February 2024 and a few more training sessions, he was ready for a pre-test assessment conducted by our car training officer, Mike Bell. The drive was not perfect, but Mike recommended that Callum should apply for his test. A further session was arranged so the faults could be ironed out and by the end of it, both Callum and Martin were happy for him to make the application.

Callum took his test on the 22nd of April 2024 after approximately 35 hours of training and passed with a well-deserved silver. He had some minor faults noted on his test report, including not sounding the horn when the examiner thought it was necessary, but he did state it was a good safe drive which was relatively smooth and worthy of Silver.



The May group meeting saw one of our groups youngest ever members being presented with his RoSPA Advanced driving certificate by our guest speaker for the evening, Andrew Price from Geveko road markings.

A great achievement. Well done, Callum!

We currently have two more members aged under 25 receiving free tuition and the offer is still open to 17-25 year olds with their own road legal transport.

Dream Garages-What's in yours?



Dave Robertshaw

As a 'car person' I'm often asked what, cost no object, would be my dream car. This is a topic that merits a far longer answer than the expectant questioner is usually prepared or willing to stick around for. But seeing as I have a captive audience here, I'll explain.

I like a lot of different types of cars and consider it unfair to be made to pick just one. A far better approach to this question would be to pick a top five for a dream garage which can then encompass the full range of a car enthusiast's interest. But even that can be extremely tricky, as you'll see while I attempt to identify the occupants of my imaginary dream garage.

The first three are relatively easy to nail down. One of my favourite all time cars is the BMW E46 3-Series, ideally as a coupe variant.

And because this is a cost no object exercise, I'll go straight to the top and pick a nice E46 M3, the full fat performance version in red please.



Second is a car I have in my actual garage; my 2005 MINI Cooper S. This car has loads of character, I love the way it handles, and I love the whining sound it makes as the supercharger

spins away under acceleration. I've owned this car for 7 years and we've had loads of adventures together, including travelling all over the country and passing my third RoSPA Test in Spring 2023. This one is a keeper!

Third is slightly out of character for me. I'm not generally a big supercar fan, but there is one I'd happily have in my dream garage; the Lamborghini Huracan. Ideally in green. I've always liked the way these look but having now driven one I've fallen



for them properly. The sound of that V10 engine was intoxicating and will stay with me forever. My drive was on a wet Elvington circuit, which should have been terrifying with 600bhp under my right foot. But the Huracan was actually a very friendly wet track companion and we made for a good team as I deployed everything, I'd ever learned about car control and the car deployed all its grip and handling prowess.



Nostalgia plays a big part in choice number four. It's a Vauxhall Cavalier GSi from circa 1990. There are some stipulations on this one though; it has to be identical to the one my dad had when I

was a child and it must be the four-wheel drive version with the red badging on the boot lid, which gave me those extra playground bragging rights all those years ago. No, I've never driven one and yes, I'll probably be massively disappointed, but just to sit in one again and marvel at the primitive trip computer and electric sunroof; gadgets that were beyond my wildest dreams at the age of 9, would be amazing.

And finally, well I'm not only into German saloons and hot hatches. I also like rustic practical cars. Especially if they're French. So, my final choice wouldn't actually be a car, it'd be a van. Specifically, a Renault 4 van and not a pristine one; it'd need to be a bit battered to be fully appealing. It'd be very handy for the tip run too.



It's probably unsurprising that by the time I get to this point in real life, the person who asked me the question in the first place has usually made their excuses or fallen asleep. And that's before I even get onto reviewing the list and realising what I've missed. No Jaguar in there... it'd need to be a late 1960's Mk2... maybe I should swap the Cavalier out for one of those? Also, no Escort RS Turbo... or Citroen DS, or Porsche, or the lovely, sweet handling Peugeot 306 GTI-6.

As I said earlier, this is an extremely tricky question. So, come on then readers, what's in your dream garage? (cars, vans, and bikes allowed).

Let us know via Martin the Editor and I look forward to hearing your thoughts!

Always expect the unexpected-Martin Jones



Roadcraft tells us a hazard is an actual or potential danger and categorises them into physical, other road users and weather, but I have spotted these very unusual types of other road user, going about their business. Starship autonomous delivery robots are utilised by a local Co-Op store. I thought I would have a look at them in more detail.

Starship Technologies tell us they know the autonomous delivery industry best because they created it. Starship now operates in over sixty locations across the world but if you have a Co Op near you, you may have seen their autonomous delivery robots in action.

Skype co-founders, Ahti Heinla and Janus Friis founded Starship Technologies in 2014 with their first prototype created. They now have business headquarters in San Francisco and engineering offices in Estonia and Helsinki and a UK presence in London and Milton Keynes.

In April 2019 they had recorded 50,000 deliveries which doubled to 100,000 just four months later. Deliveries were launched at University campus in the USA and by January 2021 they had reached a staggering one million autonomous deliveries.

In September 2021, the Co-Op ordered 500 robots for various cities in the UK. They spread their wings to Finland and more US University campus and by February this year they had carried out over 6million autonomous deliveries.

Starship's self-driving robots are instantly recognisable and loved around the world. The robots are advanced, autonomous devices that carry items, such as groceries, hot food or parcels, over short distances – and the design has evolved over the years, resulting in the clean, white robots you see today. This 'cute' design also brings a certain kind of magic to the delivery experience – something which continues to grow to this day.

The robots are incredibly intelligent, with a suite of sensors, along with twelve cameras to enable each one to see where it's going. They travel at 4mph – similar to a fast pedestrian walking speed – and are inherently safe. The technology enables them to navigate around objects and people they may come across. Batteries provide an energy-efficient and environmentally friendly solution to last mile delivery. This makes it good for the planet and the business. Each charge lasts a full day of deliveries before needing to be recharged.

The robots are deceptively large and can carry up to three bags of groceries, but how to ensure that someone's shopping isn't stolen or tampered with? As well as the robots being relatively heavy to pick up or move, if someone tries to lift, tip or tamper with the robot, a loud alarm will sound, acting as a deterrent. Each robot is also GPS tracked to the nearest inch, whilst the lid is also locked throughout the delivery journey – protecting the items inside. This means it's only able to be unlocked by the customer at the delivery destination, who can track the robot on their phone. Delivery starts from 99pence on a £15 order and using the App you can even have the robot play you a song on arrival at your door.



Retailers have wrestled with the challenge of last-mile delivery for years. Now, autonomous robots are a realistic solution. Whilst large distribution centres provide volume and scale, getting orders to customers both 'on-demand' and cost-effectively has become increasingly difficult. Not only that, but current last-mile delivery solutions are also often seen as not 'green,' unethical, and expensive. By harnessing advanced technology, autonomy can unlock a lower cost per delivery – at last, a way to make last-mile delivery a viable and sustainable business model.

Companies can therefore use autonomous robots to deliver lower value orders over short distances – for example, from local stores to houses around the local neighbourhood. The industry is reflecting this trend, from those like Starship Technologies, focussing on autonomous sidewalk delivery robots, to others planning larger, autonomous cars and vans for the road.

How to become an OAP

Martin Jones

The February group meeting was planned to be a Roadcraft Discussion, but the first part of the evening was taken up with the rerun of the Annual General Meeting. However, for those not able to attend, here's a summary of the presentation.

When you don't know what a word means, what do you do? Google it- Dictionary- Ask. People use words they don't actually know the meaning of or understand them. Roadcraft uses definitions, acronyms, and initialism's but what are they?

Definition is the meaning of a word or group of words or a sign or symbol. I asked why they are important. Fortunately, there were five retired police officers in the audience so I asked if anyone could remember the definition of Theft. Giles Massey was able to tell me the definition word perfect. "Dishonest appropriation of property belonging to another with the intention of permanently depriving the other of it." Every point must fit the criteria for it to be theft. Is it property, does it belong to someone else, was it appropriated dishonestly and was the intentions to permanently deprive the other of it? Stealing a car for a joy ride saw the introduction of a separate section, (Taking Without Owners Consent (TWOC) and later without lawful authority), as there is no intention to permanently deprive. Using this as an example, proved the point to the audience and the necessity for knowing definitions.

Looking at the definitions in Roadcraft, how can you drive to the system if you don't know the definition? How can you drive to limit points if you don't know the definition? How can you recognise hazards if you don't know the definition or the different categories into which they fall.

Roadcraft has several definitions and acronyms, all designed to help you remember, but how important are they? They help us think and communicate more clearly which in turn helps us to understand.

An acronym is an abbreviation formed

using the initial letters of other words and pronounced as a word. We use I AM SAFE and POWDER, SMIDSY, TUG, OUR and POW.

An initialism is an abbreviation consisting of initial letters pronounced separately. There are many of these used but becoming an OAP and IPSGA are the ones that stand out in Roadcraft.

I gave a PowerPoint presentation to reinforce the necessity of knowing and understanding definitions and the lack of knowledge or possibly embarrassment of the audience to participate with answers was quite astounding to me, so I hope this did bring home my point. I have a front and rear dashcam fitted to my car and save clips to use for training purposes. I was able to use some of these as part of the presentation. The audience were able to identify hazards from these as well as the different types. I played the short video of hazards I created which is on our website. A few of the dashcam clips did show the impatience of other drivers and cyclists.



Even a police car driver who tried to squeeze in behind me leaving himself in a yellow box. Why do drivers not understand the safety gap and the safe space that needs to be kept around a vehicle? I was also able to show a clip I sent to Operation Snap of a motorcyclist undertaking in a cycle lane and then cutting across my path which was definitely dangerous.



There were also some videos of cyclists who think that red traffic lights and other laws do not apply to them. A dashcam clip of my car travelling through an amber traffic light and me

being stopped by a police officer did, I am sure, raise a few smiles. Once the footage was analysed with the audience, it was apparent there were insufficient signs for the road works I had travelled through and those displayed were incorrect, meaning the information was not available. Whilst in essence I had done nothing wrong the driver behind prevented me from stopping at the traffic lights as he followed me through, meaning it was unsafe for me to stop.

A final clip showed me approaching a narrow bridge with signage showing oncoming vehicles had priority. I followed two other vehicles onto the narrow section to be confronted by an oncoming irate driver accelerating towards me, who felt I should stop and reverse the 26-foot caravan I was towing.



His protestations got him nowhere and he did actually make better progress than had I attempted the reverse manoeuvre he was suggesting I carried out. The final slide was another acronym, COAST. Perhaps the driver of the oncoming car had never heard of using Concentration, Observation and Anticipation to give him the Space and Time.

The Roadcraft books from different era's I had taken along were of interest to the audience.



Our secretary did point out, since the meeting, he has installed a dashcam in his car and as a result received a discount from his insurers. The committee and tutors would like to give more of these presentation evenings and welcome your suggestions as to content. If you fancy putting yourself forward to conduct a presentation, then please let me know.

Operation SNAP is a police response to increasing submissions of video and photographic evidence **relating to driving offences** that members of the public have witnessed. Until now, these reports have been submitted to the police in all sorts of ways and so a streamlined process has now been developed to deal with them. This will hopefully make it easier for all involved.

The April group presentation from retired **“Police Interceptor”** Paul Feather and his supervisor Rachel Wainwright was enlightening. Dobbing in a fellow motorist may not be everyone’s cup of tea, but West Yorkshire Police work closely with Vision Zero in the goal to manage road related risks and if it helps to save lives on our roads, then we should all do our bit. I have previously submitted dashcam footage to operation SNAP of a motorcyclist riding dangerously and other members of the evening’s audience had done likewise, so there were already converts amongst the group.



The system in West Yorkshire was tested in 2019/20 and eventually went live in June 2020 with access for the members of the public via the West Yorkshire Police Internet site homepage. Footage and the statement are reviewed and triaged by a traffic law trained member of staff who determines if an offence has been committed. A suggested outcome of no further action, a fixed penalty, a course, or court is recorded and submitted to the casualty prevention unit to process.

The first 10 months of the operation to March 2021 had 1808 submissions. This has increased dramatically year on year with 8292 submissions from April 2023 to March 2024 making a total of 21555 since the operation commenced. A majority of 56% of motorists have been offered a course which helps to keep some of our members who facilitate the courses employed. 11% were dealt with by way of a fixed penalty and just 1% elected to be dealt with by a court of law. 32% had no further action taken against them and I am sure you may ask why this is. The group were shown clips submitted to operation SNAP which showed it impossible to take action if a vehicle registration number is not recorded or an offence has not actually occurred. Other reasons for taking no further action include speeding offences, seat belt offences and collisions. Parking infringements and littering are dealt with by the local council. Legally, if an offence requires a Notice of Intended Prosecution to be served, this must be done within fourteen days.

40% of the submissions are from the Leeds area with 22% from Bradford. Kirklees and Wakefield are both on 14% with just 8% in Calderdale and the remaining 2% was unknown. Over half of the road users submitting their videos are from vehicle drivers and riders with 37% from cyclists. Some pedestrians do submit videos but only 2% come from horse riders and we were shown some very near misses from horse riders.

SNAP UP THE CHANCE TO MAKE ROADS SAFER
Seen a dangerous driver?
Submit your footage to
West Yorkshire Safer
Roads Op Snap

Working together for safer roads in West Yorkshire

Op Snap
West Yorkshire
**VISION
ZERO**
No more road deaths
WEST YORKSHIRE
POLICE

Take a look at the West Yorkshire Police criteria for reporting motorists so you are prepared if you see such an incident. <https://www.westyorkshire.police.uk/SaferRoadsSubmissions>

Like other police forces throughout the country, West Yorkshire regularly use social media to promote Operation Snap. Don’t forget a dashcam can also protect you. My article in the Spring TORQUE highlighted this and I would always recommend both front and rear cameras.

Martin Jones-Editor



This article is one of my assignments for my motorcycle maintenance course based on me working in a motorcycle shop, which I don't, but it had to meet certain criteria. It is a bit of a story but based on true facts and methods of identifying actual faults, not forgetting good working practice.

The customer stated that his Honda Pan European ST 1300 was difficult to start and when it did start it lacked performance. The customer was asked a few questions before the investigation began, had the wrong fuel been put in the tank, when was the bike last serviced and finally when he noticed the stated problems had started.

The customer stated the wrong fuel had not been put in the tank, but he had been touring in Europe a few times and filled up at some side of the road petrol stations. The customer also stated the bike had not been serviced since he bought it a couple of years ago as he was told the bike had just had a major service at 65,000 miles. The bike now had 76,000 miles on the odometer, he also added he changed the oil himself, last year but had not done any other servicing. He said the bike had only partial service history up to 48,000 miles.

The customer said the bike had not been used for a few months over the winter period and the problems seem to start when he got the bike out last week. The customer left the bike and asked to be notified before any expensive parts were purchased, or if the faults were taking a long time to find as he wanted to keep the costs down.

The motorcycle was wheeled onto the ramp and placed on the centre stand. To ensure the bike was secure the front wheel was in the ramp's front wheel chock and a ratchet strap was used to tie down the rear end of the bike. Now considering the bike's high mileage and had not been serviced to the manufacturer's service intervals, the stated issues could simply be lack of proper maintenance.

The Pan European was manufactured by Honda and has a programmed fuel injection system (PGM-FI). This system consists of two separate circuits to work correctly, a fuel circuit and an electronic control circuit. The fuel circuit consists of the fuel tank, fuel pump, fuel filter, pressure regulator and the fuel injectors. The electronic control circuit consists of various sensors placed around the engine, which feedback information to the electronic control unit (ECU). This analyses all the sensor information and ensures the correct amount of fuel is injected into the engine for combustion as circumstances dictate.

As cost had to be kept down, the first thing to check was the PGM-FI malfunction indicator, by placing a link wire across the service check connector. A link wire was installed, and the

ignition was turned on. The malfunction indicator lamp (MIL) was watched, and the number of flashes were counted. The light can flash any number between 0 to 33 times and indicates if or which sensor is faulty.

On this occasion the number of flashes was 7 indicating a fault with the engine coolant temperature (ECT) sensor, which was stated in the Honda service manual. The ECT is stated as causing hard starting as the ECU defaults to 90C, so the amount of fuel to the injectors would always be as if the bike was at operating temperature, hence poor starting.

The ECT sensor was located, and the electrical connection was removed. The socket was hard to remove, so indicating a good connection. The terminals were clean also, so that was not the issue. A multi-meter was used, set on resistance and the red probe was placed on the pink wire connection on the sensor and the black probe was placed on the green/orange wire connector. The multi-meter indicated no resistance, so the sensor was identified as being faulty. The service manual states the resistance should be between 2.3 ~ 2.6 ohms at 20 C. The nearest Honda main dealer was contacted and a price for the new sensor was obtained.


The customer was consulted and agreed to the cost of the new sensor, he also agreed, as the petrol tank was out of the way, to the cost of a new air filter and new spark plugs. As the coolant needed to be drained before removing the old faulty sensor, it was also agreed with the customer to use new coolant after the sensor had been replaced.

Before the new ECT was connected to the wiring harness, the voltage was checked, using the multi-meter again set on 0 ~ 20 dcv, between three pins in the wiring connector, with the ignition turned on. The manual states 4.75v ~ 5.25v between the pink and yellow/blue connections and the pink and green/orange. The readings taken were 4.9v & 5.1v, so the voltage was correct, and the new sensor was fitted and connected.

On removing the air filter box lid, the air filter was found to be very dirty and debris in the lower half of the filter box. A vacuum cleaner was used to clean out the air box. A clogged air filter would not help the bike's performance. The new air filter was installed, and the air filter box was screwed back together. Next the spark plugs were removed, and it was noticed they had not been touched for a long time, as they were dirty and the gap between the electrodes were over 1 mm. The service manual states the electrode gap should be between 0.80mm ~ 0.90mm.

An electrode gap larger than the stated tolerance, can also make starting harder and the overall performance of the machine can be affected. The new spark plugs were installed, and the bike was started. The cold starting was good and the tick over of the engine seemed quite smooth for such a high mileage bike. A test run on the bike was performed and the performance was as it should be.

Lastly the link wire was inserted again into the service check connector and the ignition turned on. The link wire was then removed, and the MIL light came on for 5 seconds and the link wire was then inserted again into the connector, which erases the self-diagnosis memory. The motorcycle was returned to the customer who was happy with its performance and that costs had been kept to a minimum.

<p>IPSGA</p> <p>Information Position Speed Gear Acceleration</p>	<p>>>>>>>TUG</p> <p>Take - information Use - information Give – information</p> <p>Processing information runs throughout all phases of the system – 360degree vision.</p>	<p>LIMIT POINT</p> <p>The furthest uninterrupted view of the road surface where both edges of the carriageway appear to meet.</p> <p>The more distant the limit point the quicker you can go. The closer the limit point, the slower you must go as you have less space in which to stop.</p> 
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DRIVING PLANS

Adopt a course of action that ensures your safety and of other road users at all times.

- What you can see
- What you can't see
- What you might reasonably expect to happen
- Which hazards represent the greatest risks
- What to do if things turn out differently from expected (contingency plan)

SAFE STOPPING DISTANCE RULE

Always drive so you can stop safely within the distance you can see to be clear on your own side of the road.

MAIN PRINCIPLES FOR CORNERING

- Safety
- View
- Stability

Road signs and markings -OUR

- O**bserve
- U**nderstand
- R**eact

HAZARD

A hazard is anything that is an actual or potential danger.

Three types of Hazard - **POW**

- P**hysical features
- O**ther road user
- W**eather

Position for safety- see and be seen!

- Nearside
- Centre
- Offside

ACCELERATION SENSE

The ability to vary vehicle speed in response to changing road and traffic conditions by accurate use of the accelerator, so that you use the brakes less or not at all.

<p>I AM SAFE</p> <ul style="list-style-type: none"> Illness Attitude Medication Sleep Alcohol Food Emotion 	<p>POWDER</p> <ul style="list-style-type: none"> Powder Oil Water Damage Electrics Rubber 	<p>POWDDERS</p> <ul style="list-style-type: none"> Powder Oil Water Damage Drive Electrics Rubber
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THE SYSTEM

A way of approaching and negotiating hazards that is methodical, safe and leaves nothing to chance.

It involves (**OAP**)- careful **O**bservations, early **A**nticipation and **P**lanning and a systematic use of the controls to maintain stability in all situations.

HORN & FLASHING LIGHTS

To warn other road users of your presence.

- S**teering
- S**uspension

Advanced Drivers and Riders

RoSPA Advanced Driving Test

Fleet Advanced Driver Behavioural Training

Level 4 Award

Mohammed Khalil

Group Approved Tutor

Dave Robertshaw

Gold

Helen Stapleton, Robert Hall

Silver

Mark Wood, Josh Martin, Callum Horsfall

If your car could travel at the speed of light, would your headlights still work?

Drivers

RoSPA Advanced Motorcycle Test

Advanced Tutor Triennial Retest

Pete Fenlon

Gold

Philip Marshall

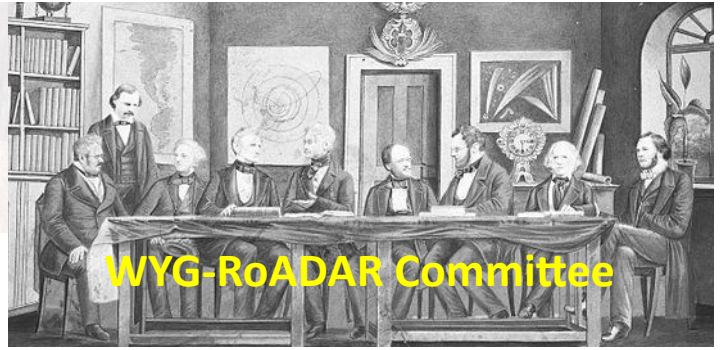
Ian Waterhouse

Silver

Alex Lubera

When you bikers are out on your trips remember, the sooner you fall behind, the more time you will have to catch up.

Riders



WYG-RoADAR Committee

Even though the amount of committee meetings has been cut this year to eight, the committee have had a busy Spring with meetings in March, April and May. As there were only five at the April meeting, its possible this will be a month to consider omitting next year. Pete Fenlon made a great job of chairing the March meeting as Jon was unavailable but he did resume his duties in April and May.

What is legitimate communications, has been on the agenda for over a year, especially in relation to emailing TORQUE. Unfortunately should the lack of articles continue, the question is likely to be irrelevant.

Our secretary, Nigel, is looking at the members of the group to see if he can weed out some of those who are not active, may not even still be in the area, the country or even alive, so we can have a fairer idea of our membership. He is also working with Bob to update the privacy policy and procedure.

Since the role of Treasurer was taken over by Ellen Clayton, a new role of membership secretary has been fulfilled by Rob Hall and the transition is working well. To compliment this and to make fewer mistakes on applications, the committee sanctioned making the application for membership and tuition an online one, once the privacy policy is finalised. The facility to print the application for use at our group meetings is still available but this should now streamline the process and alleviate the mistakes.

There will be a public launch event of the West Yorkshire Vision Zero strategy to be held in the near future and our group have been invited to have a stall. If anyone is interested in assisting please contact a member of the committee.

IMPORTANT REMINDER

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