

ROSPA

**Advanced Drivers
and Riders
West Yorkshire**

Torque

Spring 2019

Last season's
Certificates

Drivers

Emergency
Response
Driving

Ridewell
Tees Valley

Ready for
Summer

Smart
Motorways

Riders

Your new e-TORQUE

As your new editor of TORQUE, it seems fitting I tell you a bit about myself. I am a retired police constable and joined West Yorkshire RoADAR as an Associate member in January 2017. Having recently attended a speed awareness course I knew there was only myself to blame. I was fortunate enough to have been taught to drive by the police in 1974 and I was brought up on "ROADCRAFT" and the "system of car control." Like most others, I had slipped into bad habits that had become the norm. After being tutored by Dave Green, I passed my test at GOLD in June the same year quickly followed by a tutor course from October to December and then started tutoring Associate members in January 2018. I would like to thank Geoff Blackburn, who stepped down from the role of editor in 2018, for his contribution to the group.

You can email articles to martintaylorjones@gmail.com

Our group meetings, usually held on the fourth Tuesday of each month at the Miners Welfare Hall, Main Street, Garforth are well received. If you haven't attended one then look at this year's programme as there may be something of interest and the bonus of free refreshments. I am looking for members who attend to write about the presentation. Please let me know if you are able to assist.

www.wyg-roadar.org.uk



Martin Jones (Editor)

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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 and the National RoADAR page.

Smart Motorways

September's group meeting last year introduced us to the guest speaker, Mandy Thomas from Highways England, who gave a packed power point presentation about Smart Motorways. This was one and a half hours of very useful information and I will try and sum it up for those who were unable to attend.

We have all seen the overhead gantry's displaying the speed limits, deviation arrows and lane closures and we are, some may say, fortunate enough to have Smart Motorways within our region. No doubt, as advanced motorists, we are aware of what the signage means and stick to the speed limits and use the hard shoulder as a running lane when so directed, so nothing new there.



However Mandy did inform us that new Emergency Areas are to be constructed on the motorway network and are in fact in use on the M3. These will take

the form of a 300 metre long lay-by, the surface of which is to be painted orange. They will be between 800 metres and 2.6 kilometres



apart and have an SOS phone. They are to be monitored by CCTV and the driver should use the phone to contact the motorway control room to notify them of the breakdown or incident and the vehicle location will then be known. All well and good but you have to breakdown at the lay-by and will a motorist get out of their car in bad weather when there is a mobile sat there doing nothing. These Emergency Areas are already being used by HGV drivers dumping their load of illegal stowaways or coaches in convoy waiting for their fellow drivers.

Camera systems monitoring the Smart Motorways are already being used to prosecute drivers who flout the law but these have to be sent to an already stretched Police Service to carry out the nasty deed.

Mandy did give a sweeping statement that plans are afoot to make all A roads into Motorway standard. This would mean all the usual rules apply so separate roads would have to be constructed alongside to accommodate pedestrians, cycles, motorbility scooters, tractors, etc. No crossroads, 'T' junctions or roundabouts. There would have to be a lot of houses demolished for that to happen and I am sure we could all think of a road that we know would never be suitable.

So the safest way to use Smart Motorways is to drive to advanced standard, obey the signs, stick to the speed limits and keep your safety bubble.

Laws & Legislation

A new rule is set to be introduced that means motorists MUST allow 1.5 metres between their vehicle and the cyclist when overtaking and those that fail to do so could face a fine of £100. An identical fine could be given to motorists who ignore the red X on Smart motorways which signifies the lane is closed.

The "Dutch Reach" is something we teach but authorities have suggested this to prevent opening the car door onto cyclists, other vehicles and pedestrians. The driver opens the door from inside with the hand furthest away from the handle which forces you to turn the body and hopefully glance and see if there is anything approaching in the blind spot.

The DVSA changed the rules on 31st December 2018, surrounding bikes eligible for the Category A full motorcycle test. The power output was raised from 40kw to 50kw and a minimum kerb weight of 180kg was introduced.

Ridewell Tees Valley

October's presentation should have been "Safer Roads" by a RoSPA Examiner, Mike Addison and I am sure like me you would have had a few questions to fire at him. Unfortunately this was cancelled and the team from Ridewell Tees Valley stepped in. The presentation was given by Nick Walker and Steve Darby and co-owner of Ridewell Tees Valley Dick McReddie helped out by presenting Advanced Certificates to members at the meeting.



Nick and Steve are retired Cleveland Police motorcycle traffic officers with a wealth of experience. They are RoSPA Examiners for Car and Motorcycle and are members of Cleveland RoADAR.

The gathered audience consisting of a 50/50 mix of drivers and riders, listened intently to their presentation which was based around their business running Ridewell Tees Valley and their rider's development programme. Steve told us they provide courses in advanced motor biking through two structured modules that are tailored to the individual's needs.

Both modules are in fact two days riding around the Durham and Yorkshire Dales and extended routes into Cumbria. They look at enhancing a rider's existing skills and developing new ones that will assist in making safe progress whilst allowing your riding to flow, regardless of the type of road.

They also look at improvement in cornering and overtaking skills and how to extend observations to help to plan for these hazards.

Whilst they use "Roadcraft" as a foundation for the experience they recognise there has to be some flexibility. The modules also have an input on the science behind the body and how you can remain fit to ride for longer.

The Ridewell team have added a few new skills and qualifications to their portfolio having worked for the NHS trust on front line ambulances. They have developed a collision scene management programme which is primarily aimed at the treatment of casualties should anyone be unfortunate to come upon the scene of a collision.

Nick did give an interesting demonstration on how coffee versus water can affect a driver or rider. A couple of willing volunteers stood in front of Nick with their strong arm extended at shoulder height. He then pushed down on the hand whilst the volunteer resisted. After a couple of mouthfuls of warm coffee the experiment was carried out again and the weakness was evident. The volunteer then had the same amount of water and their original strength returned. His advice is obviously to drink plenty of water, especially if the stop is a short one.

If you are interested in their work have a look at www.ridewellteesvalley.co.uk and they did say to mention our group and they would look upon you favourably.



The MOT test had a major shake up in 2018 with Minor, Major and Dangerous faults now being recorded, but rules are likely to

change again in 2019. Tougher regulations could be introduced as a way to address the large proportion of cars on UK roads with outstanding recall notices. The DVSA and the Department of Transport are working to determine how the MOT system can be adjusted to cover outstanding safety recalls in the future. Check if your vehicle MOT and for any recalls by entering the registration number at www.check-mot.service.gov.uk

Motorhome or Caravan

Martin Jones gives his thoughts

I first towed a caravan borrowed from my parents in 1979 with my new 1300 Austin Allegro Estate. It was supposed to be a tour of Devon and Cornwall but we planned it as we drove along armed with a map and a campsite book. Before mobile phones and the sat-nav, we had to plan each step of the journey making calls from phone box's to the next camp site before we travelled.

We had the "the caravanning bug" and bought our own caravan towing it with a Triumph 2000, an Austin Maxi 1750HL and then a Rover 3500SDi. By 1984, as the family grew, my wife had started working again and I was working shifts, using the caravan became more difficult. Our idea of a holiday altered and the caravan was sold and a less thirsty car bought.



After retiring in 2004 and although twenty years had passed, we still had the caravanning bug and bought a two berth Autocruise Starquest EL Motorhome, built on a Peugeot Boxer chassis with a 2.8 turbo diesel engine. It had everything we needed, with blown air heating, shower, full kitchen with cooker and fridge. It was very comfortable, easy to drive and would cruise at 70 mph on the motorway effortlessly and it returned a creditable 26mpg the majority of the time. As it was not really suitable for every-day use so we had a Suzuki Swift run about.

Parking could be a problem. Having received a ticket for not parking wholly in a bay at a retail park I made an appeal. I did not have to pay the charge as they realised a 22 foot vehicle will not fit into a 18 foot long bay.

I became self-employed which meant I travelled to various parts of the country, often with an overnight stop. Using the motorhome meant my wife and dogs could travel with me and we saw the country. When towing the trailer, the fuel consumption stayed roughly the same and we could use the car for storing the products I had to show. Once on site we also used the car for seeing the area or taking part in rallies. Again our circumstances altered and I stopped working self-employed and we down sized our home. This meant things needed to change. At one stage we had four vehicles and a twin axle car trailer all needing to be maintained, taxed, tested and insured and when we added up the mileage we were doing it made sense to alter our vehicle life style.

We bought a Suzuki Vitara and a four berth caravan. I was not overly impressed with the car or its towing ability and the car was very soon exchanged for a Hyundai Santa Fe 2.2 diesel, 194bhp and manual gearbox. This is in my opinion an ideal tow car with loads of room for us, dogs and passengers and very stable when towing the caravan. We now have the later model Santa Fe and although the car is doing about 26mpg when towing the caravan, similar to the motorhome, there is the added bonus of the mpg greatly increasing to 36 to 40mpg once the caravan is parked on site and we are touring around. There is also the advantage of not having to pack everything up when you want to go off for the day. Admittedly a lot of motor-homers use cycles and public transport or a towed car as we did, but having two dogs again means this would not really be an option for us. This makes the car/caravan unit much more user friendly than the motorhome but may not suit everyone.



By 'eck it's hot!

Geoff Blackburn offers his top tips for riding through Summer.

At the start of Spring and hopefully waving goodbye to winter we have to look forward to the heat of Summer and for many, perfect biking weather. However, those of us with experience in riding in these conditions, know that the heat can cause just as many problems as the cold.

First point, any biker with any sense will ride in full gear no matter what the weather. Leave the t-shirt and shorts to the idiots. Our bodies are very good at keeping us cool. As we



get hot we sweat. This then evaporates to cool us down. Our issue is that bike gear is very good at limiting this. And so we get hotter and hotter and this can get very dangerous, this is where heat stroke can take hold. This can cause us to feel sick, dizzy and even faint, none of which are particularly good whilst riding a motorcycle! Sounds extreme, but if you've ever felt weak or find you're not concentrating because 'you're too hot', it's because you were starting to suffer early symptoms of heat stroke. So what can we do to stay cool on a bike?

Colour The 'in' colour for bike gear is and always has been, black. And what is the worst colour for reflecting heat? Yep, black. Indeed, black actually absorbs heat like a sponge, which can hugely exacerbate the issue. We don't have to wear black. Yellow isn't as good as white at reflecting heat, but it's not far off.

So if you're a fan of yellow bibs, don't put them away just because the sun has come out. Consider also grey or silver clothing for summer. White or light coloured helmets can go a big way in keeping your bonce cool. As can efficient helmet venting, read reviews or ask around to see which are best.

Underwear Easy tip; avoid cotton like the plague. Cotton absorbs and holds moisture against your skin. Instead, wear wicking base layers to help with evaporation.

Sacrifice Safety At the end of the day, I'd rather sacrifice a little bit of protection and be able to concentrate fully, than be protected and armoured up to the hilt and on the verge of fainting due to heat stroke! Firstly and most obviously, open all the vents in your clothing if you have them.

But there are other very efficient tips. Loosen the neck of your jacket. Undo the zip a little even. Open the cuffs as well to allow airflow up your arms. Similarly undo the ankles and let the air around your legs. And finally undo the zip that connects your jacket to your trousers.

Wear mesh. Even better, light coloured mesh! Mesh clothing, often called AirFlow is exactly as it sounds. As waterproof as the average tea bag, it replaces the heavy, waterproof outers of bike gear with lighter weighted mesh material. Not as abrasion resistant, but keeps you cool and still comes with good quality armour.

Final Tips At every stop head into the toilets and dampen your base layers under a little water before setting off again. It feels awful at first but great at cooling you once you're moving. Ride in the shade? Sounds daft, but if you're planning on a ride out with friends and the forecast is for high temperatures, plan a ride through woodland or similar. Take plenty of stops, both to cool down but also to rehydrate. Remember, as soon as you're feeling weary from the heat, you may be getting early signs of heat stroke, so stop.

Emergency Response Driving

Research carried out by Martin Jones

I am sure most of you know someone who drives vehicles in response situations for one of our Emergency services. The added pressure of driving in these situations takes its toll and if you read Chapter 1 in *Roadcraft*, I am sure you will start to appreciate these drivers have the added pressure of multi-tasking, operational stressors such as time pressure and noble cause. Red mist is not something many drivers suffer but Emergency Service drivers can and do suffer this every day.

So what training do our emergency service drivers receive to combat these? It is all down to practice and removing bad habits so driving in an advanced manner becomes the norm. Then, when driving in a response situation there is less to think about, as muscle memory kicks in and the advanced training using careful observations, early anticipation and planning makes decision making easier and the journey safer. In other words driving to “the system.” *Roadcraft* is the Police Drivers handbook but the contents do apply to all emergency service drivers.

Not all fire fighters drive emergency vehicles but those who do have to firstly complete a LGV course and advance to Emergency Fire Appliance Driving course. They also complete courses for the larger appliances.



Ambulance Service personnel must pass a course to drive any of their vehicles from Patient Transport Services to Emergency Ambulances and Rapid Response cars.



College of Policing

The Police have a number of courses for their drivers and riders and the curriculum for these is set out by the College of Policing with *Roadcraft*, “The Police Driver’s Handbook,” being the backbone of the training.

There are three standards, Basic, Standard/Response and Advanced.

Those passing the advanced course are Roads Policing, Firearms and Surveillance using high powered cars.

Standard/Response are the local officers driving the smaller beat cars.

Surprisingly the Basic permit allows any police officer or support staff who holds a full licence to drive a police car for the purpose of transport. The use of blues and twos is not permitted for these drivers and they are not allowed to pursue other vehicles. This permit is given by the officers supervisor without any test or course. There is not even an eyesight test or a highway code knowledge check. They may well not have even seen or heard of *Roadcraft* let alone “the system”.

It seems ironical that the Police allow their officers who are after all supposed role models for the public to drive these vehicles without any further training other than the DVSA test.

The Editor

“The loudest sound you hear will be your heart racing”



LIVEWIRE

After years of talking and concepts and temptation, Harley-Davidson unveiled their LiveWire electric motorcycle to the public in August 2018 ahead of a planned 2019 release. The bike features Showa shocks, a TFT dash with Bluetooth connectivity, and the option to fast charge the battery through the tank. 0-60 in under 3.5 seconds. Get instantaneous power the moment you twist the throttle. No clutch to release, No gears to run through. All you do is flick your wrist and take off. Estimated 110mile range. From the muscular shape of the motor to its aggressive stance, LiveWire delivers the iconic look you expect from a Harley Davidson motorcycle. Two exclusive paint colours (Yellow Fuse and Orange Fuse) are unlike anything else in the HD palette. They are finished to give the look of anodized metal. The LiveWire is also available in vivid black.

Available on pre-order in Autumn in western Europe with prices from

£28.995

www.harley-davidson.com/livewire



NEWS Automatic emergency braking (AEB) and lane departure warning systems are among a number of safety systems set to be made compulsory on new vehicles sold in the European Union (EU). The vote is expected to take place next month, and if that happens, the rules could come into place by 2022.



Five new Car Members and One new Motorcycle Member. I am happy to include your

DRIVING TEST **PASS**

Drivers Winter Tests

- 4 GOLD**
- 1 SILVER**
- BRONZE**

If you wish to have your name included in this section please let your tutor, the car training officer or the editor know after your test.

Riders Winter Tests

- GOLD**
- SILVER**
- BRONZE**

If you wish to have your name included in this section please let your tutor, the bike training officer or the editor know after your test.

Riders

Do you know what to do if you see this sign?



A new study conducted by the motoring store “Halfords”, has revealed 70% of Britons don’t and believe they should move into the open lane as soon as possible ahead of the lane closure. However this action can contribute to a significant increase in congestion.

The correct move is to ‘zip-merge’ slowly at the head of the queue where the lane becomes out of use. This manoeuvre means for drivers to allow one vehicle from the closing lane to enter their open lane alternately. Only 27% of drivers know that merging in turn is the correct procedure, while 70% said they move into the open lane as soon as possible. The remaining 3% said they straddle both lanes to block drivers jumping to the head of the queue even though this is the recommended action in the Highway Code.

Rule 134 states, “You should follow the signs and road markings and get into the lane as directed. In congested road conditions do not change lanes unnecessarily. Merging in turn is recommended but only if safe and appropriate when vehicles are travelling at low speed, e.g. when approaching road works or a road traffic incident. It is not recommended at high speed”

Halfords stated this is not surprising as 36% of drivers had not looked at a Highway Code since passing the driving test.

Of course, Advanced Drivers and Riders knew this already!

The Editor