

ROSPA

Advanced Drivers
and Riders
West Yorkshire



Whiteknights

The Six P's

Drivers

No more punctures ?

Classics at Calne

Entrance to the
ATWELL MOTOR MUSEUM



Torque

Summer 2019

CAUTION
HEARING
PROTECTION
REQUIRED

Riders

From the Editor

I hope you enjoyed the Spring edition and found the articles informative and perhaps entertaining. I published a link to our group web site on the RoADAR Facebook page and received favourable comments from members throughout the country. I found it rewarding not only gathering the information but learning how to put it together for you. My appeal for articles to include in TORQUE has highlighted a few budding writers and I am happy to include some of the articles in the Summer edition. If you believe your writing is not up to standard, don't worry, just submit it and I will do the rest. If you are a new member, have recently passed your Advanced car or motorcycle test or re-test and would like to be included then please let me know. I have been out and about during the spring months, tutoring my associate members and seeking out interesting items for TORQUE. I have a few in the pipeline for Autumn but please keep them coming.

Having received my April edition of Care on the Road from RoSPA, I was quite surprised to find what I thought was a free publication has an annual subscription for members of £17.50. So making your actual RoSPA membership with a tri-annual re-test a lot more attractive.

STOP PRESS Group member, Craig Tully, is attending the Barry Sheene Classic at Olivers Mount on 28th July and will be setting off at 08.30 from Squires. He is happy to be joined by other members on motorcycle or by car. Please contact him for more information.

craigjt@btinternet.com

You can email articles to martintaylorjones@gmail.com

Our monthly group meetings, with a variety of guest speakers, held at the Miners Welfare Hall, Main Street, Garforth are informative and 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

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 and the National RoADAR page.



Martin Jones (Editor)

2019 Committee

| | |
|-----------------------|--------------|
| Chairman | Mike Suggitt |
| Secretary | Allan Wragg |
| Treasurer | Peter Stirk |
| Car Training Officer | Mike Bell |
| Bike Training Officer | Pete Fenlon |
| Member | Ken Sykes |
| Member | Andy Twaites |
| Member | Jon Taylor |
| Member | Rob Hall |
| Member | Nigel Storey |
| Member | Dave Green |
| Member | Geoff Halpin |

Meet the Secretary



Allan Wragg joined West Yorkshire RoADAR as an Associate Member to the motorcycle section on 23rd July 2013. He was seconded as secretary in April 2014 and was elected as Secretary in January 2015.

His latest advanced test was passed at Gold on 6th June 2017 His current machine is a BMW 1200RT

Allan says he enjoys working with the committee and this has afforded him the opportunity to “give a little back” for the time and effort spent training him to be a confident and competent rider.

Message from the Chairman

Hello all,

A brief word of thanks on behalf of the membership, to Martin Jones for reviving our group magazine ‘Torque’. Without Martin’s enthusiasm and commitment it was looking likely that the group magazine could have been consigned to history. Very well done Martin!

The new format enables publishing via a link on our website, therefore avoiding expensive postage costs. This has helped us to avoid, for another year, any increase in membership subscription.

For anyone who is not able to access ‘Torque’ via the internet, there will be a limited number of hard copies available, at group meetings, to hand out to members.

I would also like to reiterate my thanks to my fellow committee members and all our Tutor team, without who’s efforts, input and commitment our group would not be able to operate.

Stay safe out there

Best Regards

Mike Suggitt



Spot the deliberate mistake

We have all seen these type of photos but honestly, I have not had to alter this one. Some of you may know the Osmondthorpe Lane area of Leeds 9 and know that just outside Neville Hill railway sidings is a low bridge. This is a two lane single carriageway. Which narrows to one lane under the bridge. Whilst out with one of my associates I spotted this and it took some explaining.

Why is there a “Dual Carriageway ends” sign?

What is “For 2 miles”?

Do we give way as oncoming vehicles have priority or do we go when the lights are green?

If the lights are Red then where do we stop as there are no stop lines?



After contacting Leeds City Council I received a phone call admitting the signs were wrong. They have now been corrected.

The Editor

Regional Coordinator

The March meeting at Garforth was once again well attended. The presentation was given by Lee Davies, RoADAR Regional Coordinator, which is a new post only created last year. Although voluntary this is not an enviable job sitting between the groups and HQ but hopefully one that will help everyone. Lee works in Manchester as a Road Safety Officer but is active within the Manchester RoADAR group. He has been Chairman and Vice Chairman and is currently the car training officer for the group. His area covers fifteen groups from North Wales across to East Yorkshire and up to the Scottish borders.



Lee explained RoADAR at HQ is a very small part of RoSPA and managed by Amy Brant and three part time staff. This is one of the reasons I had difficulty in obtaining a response from HQ about my article in the Spring Edition of TORQUE about the lack of training for Police Drivers. Lee has now looked at this on my behalf but had to refer the issue back to me to continue my concerns with Amy. Other members have had similar difficulties but hopefully the problem will now be addressed.

Lee also spoke about the new brand guidelines. Those longer standing members will remember the old logo's but you will notice I am using the new one for TORQUE.



I am also using the new branding on the Power Point presentation I made to present to groups. This is primarily to attempt to recruit new members and it was shown to a car group and a WI group last year. If anyone knows of a group who may benefit from the presentation then please contact me.

The RoSPA Advanced Drivers and Riders Facebook page was also mentioned and there were very few of the group who used it so if you are on Facebook then do have a look.



Membership fees were mentioned and it was apparent some of the group were unhappy about the 25% increase this year. In fact this has been 100% increase over the last three years. Please remember it is a charity. The RoSPA Benefits were also discussed and the consensus was people will shop around for the best deal. However do have a look.

Assessments were discussed. The examiners stock answers were highlighted and the fact there was no mathematical way of calculating how the test is marked. With no chief examiner the system falls down. However there are moves afoot to appoint a quality assurance officer.

Lee split the audience into six groups, giving each a topic to discuss. These were, Tutor Support, Benefits, Technology, Social Media, Increasing Membership and Test Experiences. With each group supplying one sentence to summarise their findings to be included as part of national discussions on how to improve certain aspects. It was good to feel we are part of the bigger picture and we now have a point of contact.

The Editor



Martin Jones explains “The 6 P’s”

Prior Planning & Preparation Prevents Poor Performance.

As tutors, we have to spend time preparing for the lessons we give. We prepare lessons and handouts, plan and drive routes and prepare questions to test an Associate’s knowledge so we really have to know our stuff.

I was just about to start training my sixth Associate member who drives a 3.0 litre Range Rover Automatic. I have only ever owned two cars with automatic gearbox. A Rover 3.5 SDi in 1983 which I remember with little affection as it was an absolute rot box. Never any problem with the engine and gearbox and the kick-down facility left me pinned to the seat. It was a real flying machine. My second automatic, a Honda Shuttle, bought in 1998 had column change, which was a bit unusual and six individual seats in three rows, which although comfortable turned out to be impractical.

So how to teach someone advanced driving in a car that I know nothing about. The simple answer was preparation. Having found a local garage with three identical models to the one owned by my new Associate and without so much as a white lie, I organised a test drive for the following day.

Dressed for the part, I turned up at the Landrover dealership at the appointed time. The eager salesman gave me a choice of the three cars. I hoped I sounded confident in telling him, the 15 plate 4.4 litre Range Rover Autobiography priced at £53,750 was too big. The 18 plate 3.0 litre Autobiography priced at £95,000 was too expensive but the 57 plate 3.0 litre Vogue priced at £66,500 and Directors ex-demo car was just right.



In unmarked silver with a contrasting black roof and full panoramic sunroof, black wheels and grills, did, I have to admit, look the business.

I sat in the sumptuous leather electric drivers seat and adjusted it and the mirrors for optimum comfort and view and familiarised myself with the controls.

Pressing the footbrake and starting the car saw the steering wheel drop into position of its own accord, having remembered where it had been set by the previous driver so I adjusted it to suit me. The gear controls were a circular dial but the P R N D S was a bit of a clue.

As we pulled out into traffic, with nine gears and a unnoticeable change I realised this car was going to be very quick. Within a mile I had learned how to use sports mode and the paddles either side of the steering wheel to control the gear change. The indicator on the dash told me which gear had been selected. This made me feel a little more in control and prepared me for leaving the 30mph area into the 50’s.

My other concern was the ease with which the speed of the car crept above legality but I soon got the hang of the speed limiter. I felt happier now driving this very comfortable car but how did it handle the corners. I didn’t want to have to switch to sports mode and use the paddles to select the gear before the hazard. So with advanced observations, anticipation and planning I was able to slow the car using acceleration sense in plenty of time to negotiate the hazard in the correct gear selected by the car and under acceleration.

I haven’t got a clue how much the road fund licence, servicing and insurance costs are. Neither do I know how many miles to the gallon the car is likely to do, nor how towing my caravan would affect the consumption. I do know the most important thing is I was prepared for training my new Associate and that is a little bit more knowledge acquired for me. I hope the salesman is not too disappointed and doesn’t email me too much information about Range Rovers.

NEWS

Volvo to cap its cars at 112mph

Volvo will limit the top speed of all its cars to 112mph (180 Km/h) from next year. This move is motivated by the company’s goal of no one being killed or seriously injured in a new Volvo by 2020. This limit will apply to all their cars made from the middle of next year and going on sale in 2021. This limit has been chosen because it exceeded the limits in virtually every country, bar some sections of German autobahn.



Dave Robertshaw looks back at a recent visit.

Located in Calne, Wiltshire the Atwell Wilson Motor Museum is hardly local to us in West Yorkshire, however if you're in the area and have a couple of hours to kill, this small and friendly museum is worth a look.

The museum was set up by Calne residents Richard & Haswell Atwell in the early 1980s and has expanded several times over the years, with a 2003 Heritage Lottery funded re-vamp resulting in the current layout. The museum and collection are run and maintained entirely by volunteers and the admission fee is a very reasonable £7 per person.

So what do they have in the collection? Well quite a variety of cars (and a small collection of motorbikes) from the 1930s onwards as it turns out. There are a few American cars from the '60s & '70s and a number of examples of the everyday cars that used to be commonplace, but which are now virtually extinct.

For me this is why the museum is a lot more interesting than most; you won't necessarily find the usual E-Types and MGB's here, but you might well find something you'd completely forgotten about from years ago, which is rather refreshing.

The museum volunteers pointed us towards some of their headline exhibits which include the very last Triumph Dolomite and Rover SD1 off their respective production lines. There is also an experimental gearless Mini, developed by Mini designer Alec Issigonis. It never made it into production, but he obviously liked it as it became his personal transport.



Highlights for me were a very rare ERA Mini Turbo; unregistered with only delivery miles on the clock.



Also the '60s Bedford camper complete with pop-up roof.

A special mention must also go to the early '80s Saab 99, a good example of a largely forgotten car in itself. This one was notable to me for its Yorkshire registration identifier and the Huddersfield dealer tag on its number plates.



So I'd recommend a visit if you're in the area. It's worth calling in advance to check opening times, as they occasionally close early during quieter periods.

Atwell-Wilson Motor Museum, Stockley Lane, Calne, Wiltshire, SN11 0NF

01249 813 119

Calne is situated within the North Wessex Downs, a designated area of outstanding natural beauty which also has the benefit of some excellent driving/riding roads as well as great scenery and a very big horse (the Cherhill White Horse).



This product is a liquid sealant permanently fitted to the tyre and worth a look, especially for those on two wheels. There are a number of very convincing videos on YouTube and Facebook. Our caravan dealer installed it to our new caravan and at £25 a tyre it has given me peace of mind. I haven't had a puncture yet or perhaps I have and don't know. Have a look at www.oko.com for a fuller description.

So how does it work? Puncture sealing depends partly upon centripetal acceleration (often wrongly described as 'centrifugal force'). This in the case of a moving vehicle is the force of the tyre's circulation, and it imparts a huge pressure which – combined with the sudden loss of air – when a puncturing object causes a hole, forces the OKO violently into a small space. The squeezing effect causes OKO to deploy as it is designed to do, turning it from a liquid into a flexible but very strong solid that seals the hole almost instantaneously. Little air is lost and only a few ml of OKO is used: the rest of the liquid in the tyre well keeps on revolving, ready to counter the next puncture, for the legal life of the tyre.

Unlike other sealant companies, OKO has invested heavily in independent testing, using meaningful protocols. To assess whether its seal is genuinely permanent, a strength test was carried out by the world-renowned military testing institution, Gerotek. The tyre industry recognises one 'permanent' repair type: vulcanising. On testing vulcanised, plugged and OKO-sealed punctures to destruction, the Institute found that OKO was 1.6 times stronger than vulcanisation: and 7 times stronger than the widely-used plug repair approach.

People often ask why the OKO does not gum up a tyre valve when you let a little air out. In this situation there is no centripetal acceleration and the OKO is not deployed, also the sealant is not normally in proximity to the valve.

Whilst this product is not recommended for low profile tyres, there are variants for different vehicles so if you are interested then have a look at www.okosales.co.uk

The Editor

RoADAR West Yorkshire Group was contacted by the Northern Regional Manager of Whiteknights Blood Bikes in October 2017 with a request for volunteer Advance car drivers to support a new **Blood on Board** service for the Yorkshire Air Ambulance (YAA). The service was to use cars to deliver blood to the YAA on a daily basis.



(L to R) Martin Jones, Bob Everick, Mike Bell, Glyn Jones, Andy Richardson and Andy Twaites (not pictured) all volunteered along with IAM Roadsmart members. All had assessment drives and training on the requirement of the job late 2017. The service started in January 2018 but was terminated in September due to lack of funding from White Knights. During this period our members averaged 21 shifts each.

Andy Richardson tells us he carried out 28 shifts. This involved transferring blood to and from the Air Ambulance base station and Pinderfields hospital in Wakefield. We know the blood was used on several occasions by the YAA to save life's of the general public and motorists.



Well Done from WYG-RoADAR

WEAR



PLUG

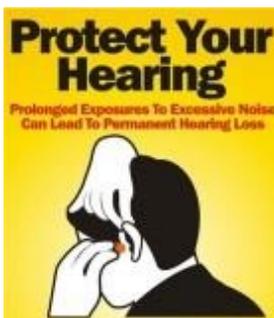
Our group chairman, Mike Suggitt, was a chartered safety practitioner and explains the dangers of riding a motorcycle without wearing ear protection.

Some riders wear earplugs for every ride they take, others save them for longer journeys, many don't wear them at all.

We've probably all done it. Forgotten to wear ear plugs during a long bike ride or come away from a pop concert or listened to loud music and had ringing in the ears and/or a loss of sensitivity? This is called temporary threshold shift and the same thing happens when working in a noisy industry at the end of a shift without effective hearing protection.

After a night's rest normal sensitivity is usually resumed, but continue to repeat the exposure in the longer term and you will suffer permanent threshold shift. In other words you will have suffered noise induced hearing loss (NIHL). In simple terms, the sound waves reaching our ears set up small vibrations which are detected by the tiny hair-like cells of the cochlea deep in the ear. These vibrations are converted into electrical impulses before finding their way to the brain via the auditory nerve.

The problem is that the hair cells in the cochlea are very sensitive: very loud noise or repeated exposure to loud-ish noise can result in permanent damage to some of the cells, resulting in hearing loss which cannot be reversed.



The 1989 Noise at work regulations, superseded in 2005 by further regulations, set limits for workers in noisy environments.

They stated that below an exposure of 80 dB(A) over an eight-hour period, most workers are unlikely to suffer damage. At an exposure however of 85 dB(A) or above for an eight hour period most workers would be likely to suffer permanent damage.

To put this into perspective. Research carried out by the Chartered Institute of Environmental Health in 2004 on occupational motorcyclists identified noise levels in excess of 105 dB(A) at speeds of 70 mph The dominant noise source was wind rush at the base of the helmet between the chin bar and the helmet. This was reduced by 4 dB(A) by fitting an effective neck seal but exposure was still above 100dB(A).

In addition research carried out by the University of Southampton on police motorcyclists (who normally have large windscreens) identified that at speeds in excess of 40 mph the wind noise over the bike and rider was greater than the noise of the bike itself.



Tests both on the road and in a wind tunnel, with a wide range of bikes and helmets, identified at the ear of the rider, wind noise of between 89 and 104 dB(A) at 70 mph.

NIHL is not reversible and can be exacerbated by age related degradation but you can prevent it from getting worse if you take action now. Good earplugs are cheap and readily available. They range from simple disposable foam plugs costing a few pence to custom fit ones complete with in-build wiring to connect to a music player. Whichever suits your lifestyle, or your budget, properly fitted they can give you 20 to 30 dB(A) protection which is more than enough to prevent permanent damage if you wear them whenever you're exposed to loud noise.

HYUNDAI NEXO

At a recent visit to my local Hyundai dealer for a warranty issue, whilst sitting in the waiting area, I picked up a Hyundai magazine entitled WHN. Short for what happens next. This was the performance issue and on scanning through I came across an article about the Hyundai NEXO.



This is a hydrogen fuel cell electric vehicle with zero emissions and the only thing that comes out of the exhaust pipe is water. Hyundai even claim it actually cleans air around it as it drives and when driven for one hour it purifies the amount of air needed for one hour by 42 adults. Driving 10,000 NEXO's will produce the same carbon reduction effect as planting 600,000 trees!

So how does fuel cell technology work?

By passing hydrogen and oxygen through a fuel cell stack, a chemical reaction generates electricity. This powers an electric motor that propels the vehicle. Fuel cell electric vehicles need oxygen, which is taken from the air, to create the chemical reaction with hydrogen. That air needs to be clean and NEXO is different from other fuel cell vehicles because it has been designed with an advanced three-step air purification system that filters out 99.9% of very fine dust particles.

As you would expect the NEXO has to be something different with wheel air curtains in the front bumper to divert air around the body to aid aerodynamics and cooling the fuel stack at the same time.



The interior is futuristic looking but still with a right pedal to go and a left pedal to stop. There's a display to tell you how much air has been purified on your journey and it is fitted with remote parking from inside or outside the vehicle. There are other features such as a Blind Spot View Monitor and Lane Follow Assist. NEXO has already completed a 118 mile self-drive in South Korea navigating toll gates and slip roads.

It has an impressive range of 414 emission-free miles but where do you obtain hydrogen? Hyundai say they have been working with the UK and London and the South East have been the initial focus but Swindon, Sheffield, Birmingham and Derby are also getting hydrogen ready. There is expected to be a strong coverage of 330 stations across the UK by 2025. However I have checked and there are only 8 at the moment with our nearest at Sheffield.

NEXO has a maximum power output of 120kw, maximum speed of 111mph and will accelerate from 0-62 in 9.54 seconds. It consumes as little as 1kg of hydrogen over 100km and takes just five minutes to fill up.



So is it worth it?

Working out relative running costs depends on what you are paying for fuel. In the UK, hydrogen costs about £12 per kg, which means a 62-mile (100km) journey in the NEXO for example (which does 0.95kg/100km), will cost about £11.40. In Norway, where renewable hydrogen is untaxed and costs 8.99 krone (84p) per kg, the same 62-mile journey will cost just 80p

By contrast, if you charge an EV (which does 14.3kWh per 100km) via a wall box using a household rate of about 16p per kWh, that same journey will cost about £2.28. An equivalent diesel-powered car (doing 4.4-litres/100km) would cost around £5.81 for a 100km journey (diesel at £1.32 a litre), with a petrol-powered car (5.6-litres/100km) costing around £7.11 for that 100km (petrol at £1.27 a litre).

Current on the road price of the NEXO is £65,995 after current government incentive of £3,500.

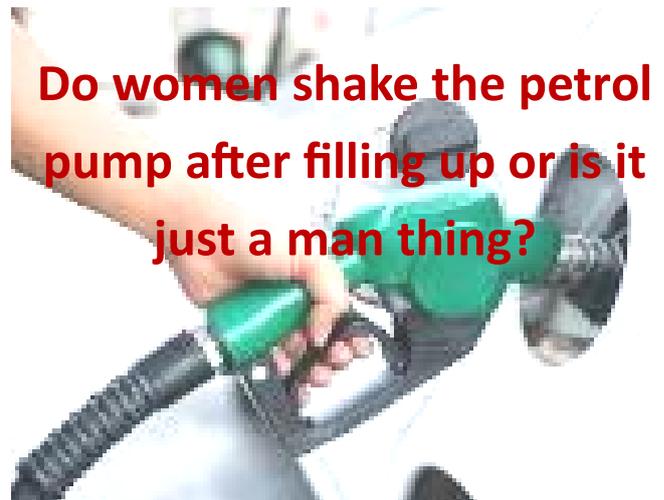


MINI Electric Vehicle coming soon.

If you have a hybrid or electric vehicle we want to know all about it?

Editor

FUN & FACTS



**Group member Phil Woodhead asks -
Did you know?**

What's your true colour?

Psychologists believe that the colour of your car can reveal things about you. For example, driving a white car might suggest you like things kept clean. *"You're unlikely to have a smelly rugby kit languishing in the foot well or a half-eaten packet of crisps on the passenger seat,"* says colour psychology expert Karen Haller.

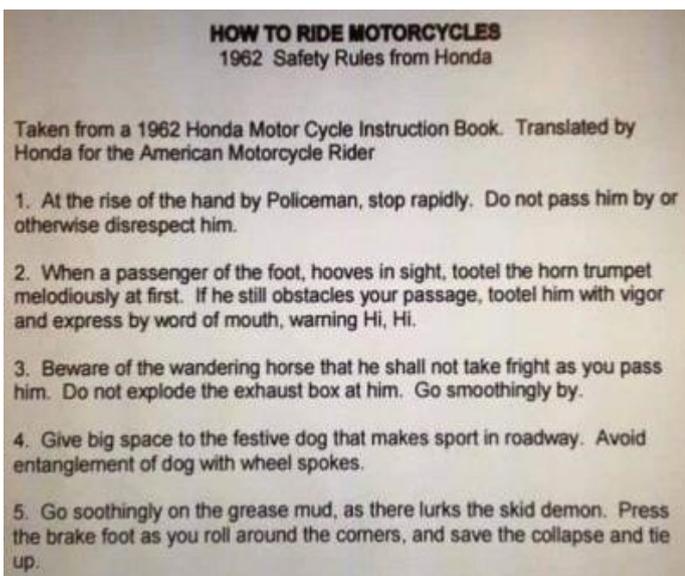
She says black is considered an indicator of power and style, grey is often chosen by people who want to blend in, blue reflects a sensible and cautious nature and red is the "look at me" colour.

THE first cars had open tops similar to horse-drawn carriages. Drivers were exposed to rain, snow, sunlight and dust. Drivers were covered in flies when it was hot and dust as they drove.

Cars were parked under trees or used covers to protect from the elements. This changed in 1905 when Cadillac unveiled the first closed car. It was an option offered for people who could afford it. Many Americans loved the closed top and paid for the upgrade. In 1910 Cadillac started making its vehicles with closed tops. But those with a fashion sense quickly changed their minds about the covered tops. Dust, rain and flies were problems, but the open tops were claimed to be cool. Car makers started taking the roofs off their cars again in the 1920s. However, they did not take them off completely, instead allowing drivers to choose when they wanted to use it which started the fashion for Convertibles.

"When a man opens a car door for his wife, it's either a new car or a new wife." Prince Philip

Good News Every road user, especially those with the misfortune to have damaged their car or bike, knows that the potholes on our roads are worse than ever. The government is set to give councils over £200 million for road repairs.



CAR



MOTORCYCLE

The Reverend Canon Paul Cartwright

Julie Simpson

Colin Barnes



If you wish to have your details included in these sections, please let the car or bike training officer, your tutor or the editor know.

Is your eyesight up to scratch?

A recent post on the RoSPA Advanced Drivers and Riders Facebook page said the writer had recently taken the Advanced Driving Test. The examiner checked the candidate's driving licence and informed him there should be a code (01) next to all the categories of vehicle he is entitled to drive. He was told not having this on his licence could cause issues in the event of an insurance claim. This obviously left the candidate stressed before the test had even started.

The writer is only short sighted so raised the issue with RoSPA. They did defend the examiner and although irrelevant in this case, advised Optic Atrophy is a notifiable eyesight disorder to the DVSA.

So have you looked at your licence recently and what are the rules?

| | 9. | 10. | 11. | 12. |
|--------|-----------|----------|----------|------------|
| AM | | 22.01.14 | 04.03.26 | 01 |
| A1 | | | | |
| A2 | | | | |
| A | 19.01.13 | 04.03.26 | | 79(tri),01 |
| B1 | <14.03.74 | 04.03.26 | | 01 |
| B | <14.03.74 | 04.03.26 | | 01 |
| C1 | <14.03.74 | 04.03.26 | | 01 |
| C | | | | |
| D1 | <14.03.74 | 04.03.26 | | 01,101 |
| D | | | | |
| BE | <14.03.74 | 04.03.26 | | 01 |
| C1E | <14.03.74 | 04.03.26 | | 01,107 |
| CE | | | | |
| D1E | <14.03.74 | 04.03.26 | | 01,101,119 |
| DE | | | | |
| fklnpa | <14.03.74 | 04.03.26 | | 01,118 |

You must wear glasses or contact lenses every time you drive if you need them to meet the 'standards of vision for driving'.

You must tell DVLA if you've got any problem with your eyesight that affects both of your eyes, or the remaining eye if you only have one eye. This doesn't include being short or long sighted or colour blind. You also don't need to say if you've had surgery to correct short sightedness and can meet the eyesight standards.

Check if you need to tell DVLA about your eyesight problem by searching the A to Z of medical conditions that could affect your driving. You could be prosecuted if you drive without meeting the standards of vision for driving.

What are the standards of vision for driving?

You must be able to read (with glasses or contact lenses, if necessary) a car number plate made after 1 September 2001 from 20 metres.

You must also meet the minimum eyesight standard for driving by having a visual acuity of at least decimal 0.5 (6/12) measured on the Snellen scale (with glasses or contact lenses, if necessary) using both eyes together or, if you have sight in one eye only, in that eye.

You must also have an adequate field of vision - your optician can tell you about this and do a test. There are more stringent rules for lorry and bus drivers.

For more information www.gov.uk/dvla