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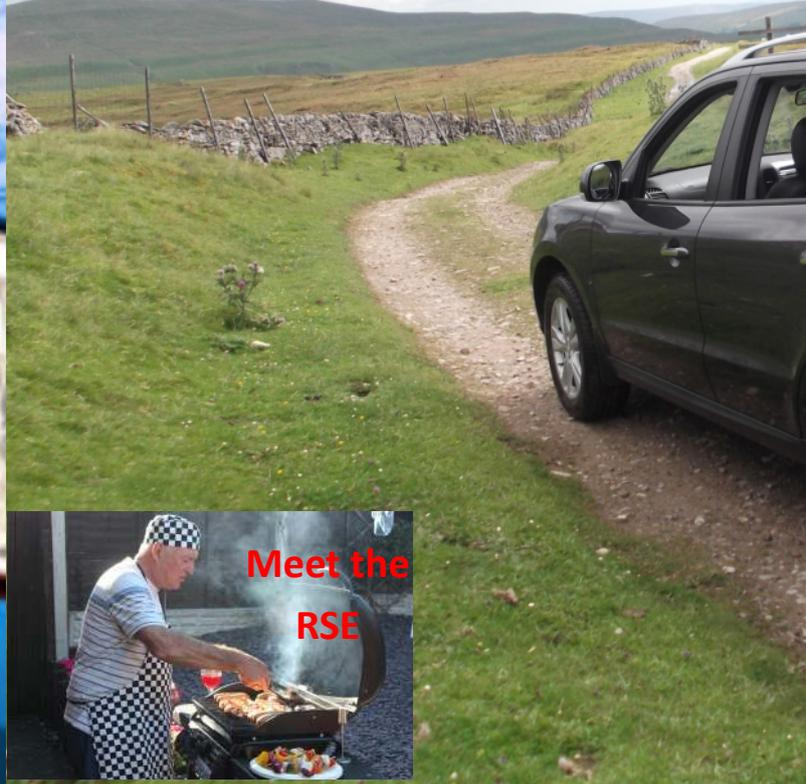
Advanced Drivers
and Riders
West Yorkshire



Drivers

Torque

Spring 2020



Astra in the pink!



Riders



Spring 2020

From the Editor

Our president, Kevin Sharp, closed last years proceedings in November, at the meeting at Garforth, with an informative topic about distractions whilst driving (*see Fatal Five Page 10*). It was pleasing to see so many members present and the answers to the questions from the audience were enlightening. Kevin was unable to attend the AGM but Mike Suggitt stepped in and the new committee was duly elected with the main change being Nigel Storey taking over the role of Secretary from Allan Wragg. Allan has served in the role for six years, done a fantastic job and I am sure we all appreciate his time and efforts.

I have been TORQUE editor for a year now and the format seems to be working well with a good mix of articles about driving and riding so please keep them coming. If you have any suggestions or articles you would like to see in future please let me know. I have included a special meet the examiner in this edition and there are more in the pipeline.

I have taken Associates out for improver lessons over the last year and they have found them invaluable, reassuring and great preparation for the tri-annual re-test, so if you wish to improve contact the training officer or your tutor.

You can email articles to torque@wyg-roadar.org.uk

The next group meetings with presentations from guest speakers held at Miners Welfare Hall, 52 Main Street, Garforth, LS25 1AA

25-03-20 Yorkshire Air Ambulance

28-04-20 Association of Driving & Riding Instructors

26-05-20 Current Approach to Road Safety – Graham Feest

If you haven't attended one then look at this year's full 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 magazine. 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.



Martin Jones (Editor)

2020 Committee

Chairman	Mike Suggitt
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Meet the RSE

For those of us in receipt of an Advanced certificate from RoSPA, you may have noticed on the accompanying test report it is verified after the examiners name by the RSE J Muter. Who is this mysterious official? Jim Muter,

the Regional Senior Examiner, joined Durham Constabulary as a Police Cadet in September 1965. His parents didn't have a car and neither of them could drive, so he doesn't know where his love of driving comes from. Unusually for a cadet, he attended a Standard motorcycle course, but had some driving lessons on his weekends off. He told me, "I saved up for the deposit on my first car, an Austin A40 Farina by hitching lifts and saving my bus fares. I was posted to Blaydon on becoming a constable and allocated a driving course a year and a half into my service and got the bug. Next was an MG1100 to make my bug go faster. I applied for Traffic after my 2 year probation, was successful and posted onto Section 1 North Traffic with a Hillman Hunter GT in black and white, which impressed me as a Newcastle supporter."



He applied to join the Driving School in 1980 and was accepted after successfully completing a very intense six week course but had to wait three years for a vacancy. As a keen sportsman playing football, tennis and squash and cross-country running he was told in no uncertain terms by the head of training, "You can't have time off during courses for all your sport, lad." Jim told him, "Don't worry sir, I can do all those after work and at weekends." The highlight of his tennis career was to qualify for the National Championships which were held for the first time ever at Wimbledon and he won the Men's Singles plate event after two very strenuous, but happy days.

During his thirteen happy years in the Driving School at Durham, Jim progressed from training learner drivers and instructing on Standard driving courses, to Advanced driving courses. He went to Cardington and qualified as a Delegated Examiner to examine drivers of all classes of police vehicles, cars, motorcycles, PCV and LGV and then the Metropolitan Police Driving School on a VIP Protection Course. He retired after his 30 years' service in March 1997.



Having been the driving school practical joker, he was expecting a surprise at his retirement party. His colleagues were split between Newcastle and Sunderland supporters and at the end of his speech in the HQ lounge, the door burst open and in came 4 people dressed in Sunderland football kits, lead by the team captain Kevin Ball. Jim was then showered with many Sunderland Football Club gifts, the final one being a brick with his name which would be placed in a wall at the newly opened Stadium of Light.

Within three months of retiring, Jim started as a civilian driving trainer at the Northumbria Police Driving School. The following January, the Inspector in charge moved on, his post was civilianised and Jim was given the job in charge of a mix of eight police officers and civilians. Thirteen years after building his team to 31 members and delivering many more courses, the government cutbacks brought about voluntary redundancy for Jim and eleven other members of the driving school staff. Jim then became a 'White van man' for the next 18 months, delivering car parts for a local company just 5 minutes walk from his home.

His involvement with RoSPA started in 1979, just after they took over from The League of Safe Drivers, when he saw an advert for RoSPA Examiners. He was the first Examiner appointed by the Chief Examiner Mike Collins, who travelled up to Durham to meet him. After a one hour assessment drive and a chat over coffee, he was appointed. In 1989, the Police Driving School held advanced driving lectures on Roadcraft. Afterwards, he and three other interested parties met at a local pub and The North East Group was formed. Jim's friend and colleague from the driving school, Barrie Barnett, who was the RSE, died suddenly and Jim was asked to step in temporarily to cover the post. That was 10 years ago. As RSE he has responsibility for twenty examiners. He receives test applications from HQ and allocates them to the nearest Examiner. He then receives the completed test reports for checking before their onward journey to HQ. He is also a tutor in the local RoADAR Group and was elected President a few years ago. If his face looks familiar you may have spotted him representing RoSPA and tutoring a driver on the ITV production '100 year old driving school'.



Jim is an active member of the Tyne Tees MX5 owners club and takes part in their runs in his Mark 1 Eunox, affectionately named "Mickey". He also spends his Sunday morning's between April and November along with other advanced drivers, ex police officers and driving Instructors, honing their skills by driving through the Durham Dales, Cumbria, Northumberland and North Yorkshire. Roll on April 2020!!

Jim said, "April is a special month for my wife Denise and me as of April 11th; we'll have been married for 50 very happy years, apart from her 'Sporting Widow', period and now a house bound wife on Sunday mornings! She's been in Mickey twice in my six years of ownership, both times for the three mile trip to Tesco, but never again. Apparently it messed up her hair!!"

He is a long suffering Toon supporter, likes walking their three little dogs, and barbecuing for the family in the summer. He recently taught his eldest granddaughter to drive and she passed after only three months training with just three minors. He says, "I wasn't happy with her!!!"



I have no doubt some of our group classic car and motorcycle enthusiasts may have visited The Carding Shed at Holmfirth but my first visit was quite the eye opener. This is the brainchild of the Kellett family and was originally opened in 2012 at Dobroyd Mills, Hepworth, Holmfirth. When the lease was due to expire, an alternative premises was sought and this living piece of history was relocated to Washpit Mills, Green Lane on the outskirts of Holmfirth in 2018.



The Oil Can Café, within the building is open from 10am to 4pm Tuesday to Sunday and Bank Holiday's, serving breakfast, lunches and afternoon teas all made with fresh local produce. The atmosphere is quite something with sixties music playing in the background and the walls and ceilings adorned with auto memorabilia. All the café staff wears period dress from the 1950's, giving a unique atmosphere. I drank

my coffee and ate my chocolate orange cake listening to the very nostalgic sounds of The Scaffold singing Lilly the Pink.



After the dining experience you can wander around the ever changing free display of classic cars in the main part of the building. The 1964 Mk IV Sunbeam Rapier really took my fancy but the Daimler Dart was immaculate and if you are so inclined the cars are for sale having been expertly restored to their former glory by Ian Kellett at IK Classics, also situated within the mills.



There were a number of vehicles undergoing repair and restoration and everything is visible to visitors. 60 minute bookable tours are available and give a behind the scenes peek into the garage and bodyshop with demonstrations of how various equipment is used and current projects.

You can also have a look around High Society Vintage Clothing for both Ladies and Gentlemen's fashion from the 1940's, 50's and 60's. If you are so inclined you can purchase items of clothing. Perhaps you have a fancy dress to attend or simply prefer the styling.

There is ample parking at the mills and they do cater for rallies and have guided tours monthly. The Two Peaks Motor Club meet at the Carding Shed in the evening of the third Thursday every month. If you require further information look at www.thecardingshed.co.uk

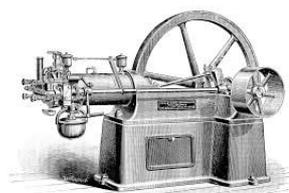
Editor

TORQUE NEWS

No doubt the hazardous low winter sun has caused us all some observation problems over the last few months. Bosch has unveiled a new system which uses a transparent LCD and intuitive camera to replace the traditional sun visor. The camera is used to determine the landmarks on the driver's face, including where the eyes, nose and mouth are, so that it can identify shadows on the face. The algorithm analyses the driver's view, darkening only the section of the windscreen display through which light hits the driver's eyes. The rest of the display remains transparent, no longer obscuring a large section of the driver's field of vision. As a result, the visor can block out the sun without restricting the driver's wider view of the road and their surroundings. A study in the USA has indicated that the risk of a car crash is 16 percent higher during bright sunlight than normal weather. Bosch, which has traditionally been associated with home appliances but has recently begun developing autonomous vehicle and other related technologies, says the solution could help prevent hundreds of accidents.

How do engines work?

Nikolaus Otto (opposite), who was a German engineer, invented the petrol engine about 1865. Credit is due to Otto's genius that nearly every car engine built since has been inspired by his four-stroke design. But how does it work? Car engines use a four-stroke combustion cycle. The four strokes are intake, compression, combustion and exhaust. The strokes are repeated over and over, generating power.



Intake: During the intake cycle, the intake valve opens, and the piston moves down. This starts the cycle by bringing air and gas into the engine.

Compression: As the compression cycle begins, the piston moves up and pushes the air and gas into a smaller space. A small space equals a more powerful explosion.

Combustion: Next, the spark plug creates a spark that ignites and explodes the gas. The power of the explosion forces the piston back down.

Exhaust: During the last part of the cycle, the exhaust valve opens to release waste gas created by the explosion. This gas enters the catalytic converter; it's cleaned and goes out through the exhaust.



Cars we drive today only made a debut in 1885 when another German engineer, **Karl Benz** (opposite) equipped a three-wheeled cart with a small petrol engine and made the first petrol powered car..



Rudolph Christian Karl Diesel was a German inventor and mechanical engineer, is famous for the invention of the diesel engine and his disappearance. Diesel's work in engine design was driven by a goal of gaining higher efficiency ratios. He began working on his project in 1885, and eventually secured financial support from Maschinenfabrik Augsburg (forerunner of Maschinenfabrik Augsburg-Nürnberg and the present day MAN Diesel) and Friedrich Krupp AG (now Thyssen Krupp) and obtained a patent for a design for a compression-ignition engine.

The diesel engine is an internal combustion engine in which ignition of the fuel that has been injected into the combustion chamber is initiated by the high temperature which a gas achieves when greatly compressed. This contrasts with engines using a spark plug to ignite an air-fuel mixture. Diesel engines are similar, but simpler. First, air is allowed into the cylinder and the piston compresses it, but more than in a petrol engine. In a petrol engine, the air-fuel mixture is compressed to about a tenth of its original volume. In a diesel engine, the air is compressed by anything from 14-25 times. If you've pumped up a bicycle tyre, you will have felt the pump getting hotter in your hands as you use it because compressing a gas generates heat. Imagine the heat generated by forcing air into 14-25 times less space than it normally takes up. The air gets very hot, usually at least to 500°C and sometimes much hotter. When the air is compressed, a mist of fuel is injected into the cylinder by, in a modern engine, an electronic fuel-injection system, which works like a very clever aerosol can.

The amount of fuel injected varies, depending on how much power the driver wants the engine to produce. The air is so hot that the fuel instantly ignites and explodes without the need for a spark plug. This controlled explosion makes the piston push back up the cylinder, producing the power that drives the vehicle or machine in which the engine is mounted. When the piston goes back into the cylinder, the exhaust gases are pushed out through an exhaust valve, and the process repeats itself.

Rudolph Diesel disappeared whilst travelling on a ship to attend the start of a new Diesel engine plant in England and to discuss with the navy about installing his engines in British submarines. Having eaten his evening meal he left word to be woken at 6.15am, but in the morning his cabin was empty, his clothes were laid out tidily and he was not seen alive again. His hat and overcoat were found under the afterdeck railing neatly folded. Conspiracy theories started almost immediately:



Rudolph Christian Karl Diesel

One newspaper heading read: '*Inventor thrown into the sea to stop sale of patents to British government*'-the date was 29th September 1913. Another story claimed that Diesel was murdered by Agents from oil trusts. One clue seems to be that he had little or no money left, but what about the money he would have made from selling his patents?

So the mystery is did he jump or was he pushed from the ship he was travelling on?

This article, from an unknown contributor, was inherited when I took on the role as editor.