

# ROSPA

Advanced Drivers  
and Riders  
West Yorkshire



ROVER  
REVIEW



HIGH FLYER

# Drivers



MEET THE EXAMINER



GOLD FOR  
ROB

GUESS  
WHO?



# Riders

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4th-5th July  
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**Summer 2020**

## From the Editor

I hope everyone is well. The front cover depicts how the roads have been since March, but as the lockdown has started to ease, they are already becoming much busier. With foreign travel diminished we are also likely to see more traffic on our roads as drivers stay in the UK, so now is a great time to ensure your driving and riding us up to advanced standard.

There has obviously been no car or bike training during the lockdown period and whilst bikers find it easier to social distance, it is going to be very difficult for those partaking in car tuition. Our group has not reintroduced any training.

The monthly meetings have been cancelled but you will be informed when they are likely to resume. We await instruction from RoSPA HQ with directions on our way forward.

The Group Facebook page has been very active with Jon Browne conducting a regular quiz. Whilst Facebook is shied away from by many, it has been a source of information and a way of keeping in contact for others. Please take a look and share the page with your friends who may be interested.

Some of our members have been working on the front line and no doubt others have become volunteers. If you have articles you would like to share then please send them to me.

You can email articles to [torque@wyg-roadar.org.uk](mailto:torque@wyg-roadar.org.uk)

**All group meetings held at Miners Welfare Hall, 52 Main Street, Garforth, LS25 1AA are currently suspended.**

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](http://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](mailto: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

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Secretary	Nigel Storey
Treasurer	Peter Stirk
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Bike Training Officer	Pete Fenlon
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Member	Andy Twaites
Member	Jon Taylor
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Member	Dave Green
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Member	Sue Speight

## Meet the Examiner



**Ian Speight** is a retired Humberside police officer and a RoSPA motorcycle examiner who now lives near York, so some of you may meet him.

Ian told me he had been a motorcyclist since the age of 16, when he owned a Mobylette. The following year, on his 17th birthday, he became the proud owner of a Honda 250 Super Dream. He passed his test 18 months later and progressed to bigger-engine motorcycles. Ian joined Humberside Police in his mid-20s and within a few years realised he wanted to become a police motorcyclist so decided to take some further rider training. In 1998 he completed a 2-day advanced riding course with Honda, called the Honda Motorcycle Appreciation Course (Honda MAC) and shortly afterwards took and passed his first RoSPA bike test, obtaining a gold grade.

The following year he joined the police Motorcycle Unit riding Honda ST1100 Pan Europeans. Ian says, "I had the best job in the world! The 4-week advanced bike course and 5-week advanced car course were just amazing and I learned so much about bike and car control."

Ian continued, "The four-week motorcycle course started with the first couple of days being classroom based, learning *Roadcraft* theory, before riding out on the road. Initially all speed limits were adhered to and then as my understanding of positioning increased, so did the speed. As speeds increased, so did the need to see further ahead, which resulted in the 'off siding' position becoming more exaggerated with the rider quite often being



right over to the offside verge on some left-hand bends. Eventually we were riding 'as fast as it was safe to do so' in national-speed-limit areas. This is the main part of the training that cannot be replicated in civilian training, with us sometimes riding well in excess of 100

mph. The final few days were dedicated to blue-light training and then the final day for testing. I was very pleased to obtain a Class 1 pass, something I later replicated on my car course."

Ian was trained in high-speed pursuit and VIP escort, and he even managed a week-long off-road motorcycle course with the ARMY! He spent five years on the bikes in the Traffic Department and, although some days were spent dealing with fatal and serious collisions and other unpleasant incidents, Ian said there were many lighter times such as BikeSafe, VIP escort duties and, of course, escorting weird and wonderful abnormal loads around the county's roads.

In 2013 Ian became a Motorcycle Examiner for RoSPA and also joined North Yorkshire Advanced Riders, where he became a tutor and in 2014 the Training Officer. "I really enjoy the role, it's great to see group members learn new riding techniques, pass their tests and then want to become tutors and pass their new skills onto others." Ian continued to assist with BikeSafe after leaving the Motorcycle Unit and is still very much involved with Humberside BikeSafe today, representing both RoSPA and the IAM.

In 2017 Ian passed the IAM Masters motorcycle test, gaining a 'Distinction' in the process and as a result was invited to become a Motorcycle Examiner and Masters Mentor for IAM Roadsmart. Since leaving the police, Ian has become an independent advanced motorcycle trainer and in February 2018 he launched Ian Speight Advanced Rider Training.

Ian usually conducts about 20 RoSPA tests a year and there's always a mix of results from golds through to fails. He conducts tests for riders from all the local surrounding groups (Advanced Riders North Yorkshire, East Riding Advanced Riders and Drivers and West Yorks) and occasionally further afield, depending on examiner availability. Obviously, everyone wants to display that smooth, progressive ride with consistent delivery of 'the system', resulting in a gold pass, but it doesn't always go that way.

"It's the little things that can lower grades. Not enough, or mis-timed, mirror and/or shoulder checks, using gears to slow instead of their brakes. Riders get fixated with not showing a brake light and then don't brake. Riders moving from their natural road position and line in order to 'straight line' a section of road, resulting in their ride looking forced, just to try to tick a box. Overtakes can sometimes end up being a 'should I or shouldn't I?' and by the time a decision has been made the opportunity has gone. Dangerous or illegal manoeuvres are likely to result in a failed test. Having said that, test failures are few and far between. In 6 years of examining I have only failed 3 people (all 3 for dangerous manoeuvres).



Bike-wise, these days I own a BMW GS Adventure and a BMW S 1000 R, definitely 'chalk and cheese' but equally fantastic at fulfilling their design goals. A quick tally-up shows I've had nearly 60 bikes, sometimes owning more than 1 at a time. The style of bikes I've bought has changed over the years, as has my style of riding, from head-down sports bikes ridden without a care in the world to more upright touring-orientated bikes and a steadier self-awareness about my riding."

See Ian's web site [www.ianspeight-training.co.uk](http://www.ianspeight-training.co.uk)

**Driving Simulator**  
*Martin Jones*

You may remember Dr Daryl Hibberd, Human Factors Consultant from AECOM Strategic Consultancy, who was a visiting speaker last year at one of our monthly group meetings. He is also a research fellow at the University of Leeds and mentioned in his presentation that the university has a driving simulator and research participants are frequently required.

I found out the **University of Leeds Driving Simulator (UoLDS)** was launched in 2006 and continues to be one of the most technically-advanced driving simulators in use within a research environment anywhere in the world today – and by far the most advanced in the UK. Using funding from UK and European government grants and industry, the UoLDS is used to study the interaction of drivers with new technologies, typically before they are fully implemented on roads and in the vehicle. Realistic and repeatable scenarios allow studies on driver behaviour to be conducted in a safe and controllable environment, substantially reducing the costs associated with the development of real systems, infrastructures or prototypes.



I completed the online application form and was duly contacted in early December offering me a research slot if I fitted the criteria for this particular study. I had to be a full licence holder, drive regularly on a motorway, weigh under 18 stone, not wear spectacles for driving and offer my availability up to Christmas. The session would take no more than three hours. The time and date was arranged and I attended this very impressive-looking building.

I was met by the simulator operator and Ahmer from AECOM, who were conducting the study.

After completing the necessary paperwork and being fitted with a heart-rate monitor on my wrist, I was shown across the walkway into the simulator. I was quite surprised to find the car is an actual Jaguar X-Type with automatic gear-box. Ahmer sat in the back seat whilst I completed a five-minute test run, just to ensure I was ok with the controls and to get a feel for the car. I had seen the projectors above the car which were to give me the 360 degree life-like view of the road but I had not realised how realistic the drive would feel. This was of course down to the movement of the pod and the sound of the engine. Inside the car were at least eight cameras and infrared sensors aligned to track my eye movements.



The test itself was conducted over six runs lasting about twenty minutes each and all on a four-lane smart motorway, the hard shoulder being a running lane. I was expected to drive normally overtaking as necessary and signalling when moving from lane to lane if required. Having recently changed my personal car to an automatic, I had no problems in that respect but I did find the steering very light and the deceleration was not the same as my car which meant more use of the brakes than my normal drive even when using early observation. The test was designed to see reactions to the overhead signs for speed limit changes and lane closures. There were also fog patches, darkness and hazards such as vehicle collisions and roadworks. I found the actual driving easy but towards the end I could feel the fatigue creeping in and I slept well that night. I did notice there were no exit or entry slip roads on any of the runs and there were a lot of Mitsubishi Shoguns involved in the collisions.

At the end of each run a recorded voice advised of this and told me to return to the left and stop the car. Stopping on a motorway felt so alien and when I saw the HGV coming up behind it was quite a shock. However, this was just so the hexapod could be returned to the start position.



I was allowed to look at the workings of the hexapod and take a few photos. I remembered to hand in my heart monitor as I was leaving and the operator told me a participant had once taken the car key home. They had to suspend the trial until it was returned. I now feel as if I have done a little more for road safety and the bonus was being given £30 cash for my trouble.

As I am now on the guinea pig list, I was invited to take part in two further studies in February and March. If you wish to find out more about the simulator or are interested in future trials you can complete the online application as I did. (<http://www.uolds.leeds.ac.uk>) Dr Hibberd will hopefully return to our group for another presentation in October.

## Winter Training - Mike Suggitt

Saturday 11th January saw the first 'out of season' training session for the bike section of West Yorkshire Group (WYG).



Sixteen members attended a 'refresher course' of the West Yorkshire Fire and Rescue Service's (WYFRS) 'Biker Down' programme. This was ably delivered by WYG member John Cavalier, a Fire Investigation Officer with WYFRS, also currently a trainee tutor with our bike section.

The training was held in the Miners Welfare Hall in Garforth for the whole of the morning. For many attendees this was a good refresher, having done the course with WYFRS two or three years ago. For some, who had not done the course before, this was their first exposure to this type of training session.

The session is made up primarily of accident scene management and emergency first aid, including emergency helmet removal and CPR, with some other aspects delivered, e.g. background statistics and strategies for staying safe on the road. In addition to the regular content John had brought a training defibrillator. This proved relatively easy to use by following some fairly straightforward instructions.



The whole session proved to be a very valuable 'refresher' as most of those who had not attended the Biker Down programme previously, already had some kind of first aid experience. It was also a good opportunity to meet and share some time with other bike section members and friends.

If you are interested in this valuable training, contact any of the committee or motorcycle tutors.

## Are motorcycle jeans fit for purpose? Jon Taylor

My first thoughts were no, until I started to research them, after seeing some friends wearing them to a function and thinking they could be worth a look at. They can pass as normal everyday jeans and if your bike boots are underneath them, once your jacket, gloves and helmet are safely stored, you don't scream 'I am a biker!' There are numerous brands of jeans to choose from and prices to suit, as most top motorcycle clothing companies have jeans in their range. So what makes a good motorcycle jean? Most people will know that motorcycle jeans have a Kevlar or equivalent lining and some offer removable armour.

Being a true Yorkshireman, eBay was my first port of call for cost, to see what makes were the most expensive and what were the cheapest. John Doe and Hood were the most expensive (*so they must be good!*) and there were Bull-it, Draggin, RST, Craven, K jeans, etc. in the bargain range. But what really makes motorcycle jeans fit for purpose? What I found was that the most expensive makes have a full Kevlar/para-aramid lining. I thought this was most important, as you cannot choose where your body is going to make contact with a tough abrasive surface, like the road, should you need the jeans to protect your flesh if or when called upon.

The cheaper makes only have the all-important lining at key points like the buttocks and knees. Armour does not always come as standard and is extra. I made a decision to purchase a new pair of jeans and call at the Hood factory to try before I buy, for fit, look at the quality first hand and have them cut to my leg length requirement, not an option offered by any other supplier. Hood K7 blue jeans were my preference and I wear them most dress-down Fridays to work; bike boots off, work boots on and nobody is the wiser.

Coming back to the original question, 'Are Motorcycle Jeans Fit for Purpose?', what better person to ask than Chris Easterford, the man behind the family-run Hood Jeans business. Chris is very passionate and knowledgeable about his product and has graduated through the jean trade. Together with his wife Julie, they set up a specialist motorcycle brand of their own. They have had to put in the hours, shed the blood and the sweat and tears, over a twenty-year period, before getting to be a top UK brand. Being responsible for a product that could have life-changing consequences if corners were cut to gain bigger profits, Hood Jeans have always strived to use the most up-to-date materials and best armour. Hood has also made every effort to meet with any necessary CE requirement. Which is an interesting point! Chris points out that on the 21st April 2018, a new EU PPE legislation came into effect, EN 17092-3 AA. Hood Jeans' new Infinity K7 jeans were introduced on the very day this new classification came into effect, after 18 long, hard months' development.

So to answer the question, 'Are Motorcycle Jeans Fit for Purpose?'. In my opinion, some are and are up there with leather, some offer the minimum protection perhaps on a par with mesh trousers. It depends on how much you value your skin and what you want to spend. Chris mentioned Hood's business has grown 70% over the last 3 years, so some like-minded people are considering the specifications before making their choice.



## ROVER 75 - David Robertshaw

I've long lamented the demise of MG Rover in 2005. It's such a shame we lost the last British volume car maker. However, without another manufacturer to share development costs they were never going to survive. Sad.

At the same time, I've long admired their last and arguably best model, the 75. Developed with funds but minimal help from their one-time partner BMW, the 75 launched at the 1998 Birmingham motor show. The styling with tasteful retro touches and nicely finished interiors was well received by motoring press and customers alike.

Although I've long admired these cars, I'd never actually even sat in, let alone driven, one. This had to be rectified and I realised that with not even knowing anyone who owned a 75 I would have to dig deep and buy one myself!

After a couple of false starts, I eventually found a promising example with a dealer in Elland. Apart from a couple of minor paint scuffs, it seemed like a good example with all the signs of a fastidious previous owner going by the huge folder of invoices it came with. I decided to take the plunge and 15 minutes later was heading along the M62 in my 'new' Rover.

Happily, I haven't been disappointed with it. I had decided to avoid the four-cylinder engines which have a reputation for head gasket failure and went for a 2.5 V6. This engine is a lovely smooth unit, which sounds excellent and is sadly the sort of engine manufacturers are moving away from nowadays for environmental reasons. Maybe they're right, as the fuel consumption is quite heavy. I will admit that 17mpg on my daily commute is painful on the wallet



The steering is very nicely weighted and the car rides rough surfaces comfortably. However, it's definitely happier on wide, sweeping roads than the twisty backroads a BMW 3-Series would relish. My favourite times with it have been on long journeys to Wales, sat behind the dimly lit retro dials with the heated seats on, listening to that V6 as it purrs away.

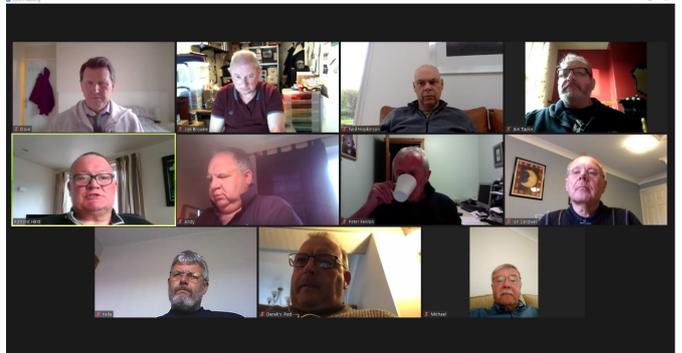
I also own the other BMW-funded car Rover was developing at the same time as the 75: the original BMW MINI. It's interesting to note they have certain parts in common, especially under the bonnet. Not surprisingly perhaps, BMW took the MINI and left the 75 for Rover. One certainly emerged as more of a commercial success than the other.

After Rover's demise, the 75 had a stay of execution and began a new life as the Roewe 750 in China. The Roewe 750 had a slightly longer wheelbase and reworked rear styling, but was still recognisably a 75. It was even offered with the same V6 engine. Visiting China last year, I was pleased to see a 750 and indeed other modern Roewes all over (the logo is near identical to the Rover badge), giving an idea of what might have been had MG Rover kept going.

I've now completed 4,000 silky smooth, trouble-free miles in my Rover 75 and will probably change it for another car on my hit list later this year. If anything it's strengthened my admiration for these cars further and made me mourn the demise of MG Rover a bit more. It's also made me wonder how the MG ZT V6 (the sporty version of the 75) compares. Or even the rare rear-wheel drive V8 Rover 75/MG ZT which had an engine from a Ford Mustang. Better get looking through those classifieds...

### Virtual meetings

Motorcyclists do appear to be pack animals and West Yorkshire RoADAR bike tutors are no exception. They are obviously missing their regular meetings, so taking their lead from the UK government, a virtual bike tutors meeting was organised on Zoom video conferencing, courtesy of Dave Green.



The meeting was held on the 29th April, lasted 90 minutes, discussed the 2020 season and the impact COVID-19 has had so far and is likely to have on the future. The tutors felt the session was a great morale booster. It is proposed to hold meetings in the same way for the car tutors and members of the committee.

*Editor. Now the government have taken this technical initiative for their meetings, perhaps this is the way forward for them, with MPs giving up their London residences and travelling expenses. It could help towards the financial crisis.*

## A TESTING TIME—Robert Hall

It's 14.00 on a damp, miserable Monday 7th of October 2019. Nothing special about the day for most but as I ride into the Shell fuel station in Pool-in-Wharfedale on my Triumph Tiger 800 my mouth is dry and my heart is pounding. I'm nervous, very nervous. I glance over and I see Glenn Hardaker waiting for me, stood by his Triumph Tiger 1200. I acknowledge his presence then fill up my bike with finest petroleum spirit. Once paid for, I walk over to Glenn, my RoSPA test examiner for today. We introduce ourselves and give each other some history of our riding experience. I'm talking 19 to the dozen, my nerves coming to the fore. Glenn is very reassuring and before too long, we are off onto the test and it is now raining, great.

I have been undertaking tuition for about 5 years at this point, initially with our hard-working and dedicated Chairman, Mike Suggitt, and with various other equally enthusiastic tutors at the Open Training Days. Thank you, all. I managed to gain a Silver pass at my test three years ago, which I thought was OK but because I am a bit of a perfectionist was disappointed. Looking back now, I realise that I was quite hard on myself as, although I had bought a big bike some years earlier, I had hardly used it and had little confidence with it. I didn't really have much riding experience at all. Once I had bought my Tiger in 2013, I became serious about riding, hence me seeking out RoSPA to get me safe and confident.



After my Silver, I continued with Open Training and went on many social day rides and weekends away with the group, gradually improving my skills and confidence. In May 2019, I had some major (expensive) maintenance work carried out, including some new tyres fitted in preparation for the bike group visit to Normandy in June. The bike felt great as I returned home, and I realised that I had adapted to the gradual ageing and wearing out of the bike; the bike had been transformed due to the work done. It had become a much easier bike to ride and as a result my confidence in it and my own skills increased. October and my triennial retest was due, so I applied and within days I was on the Shell forecourt with Glenn.

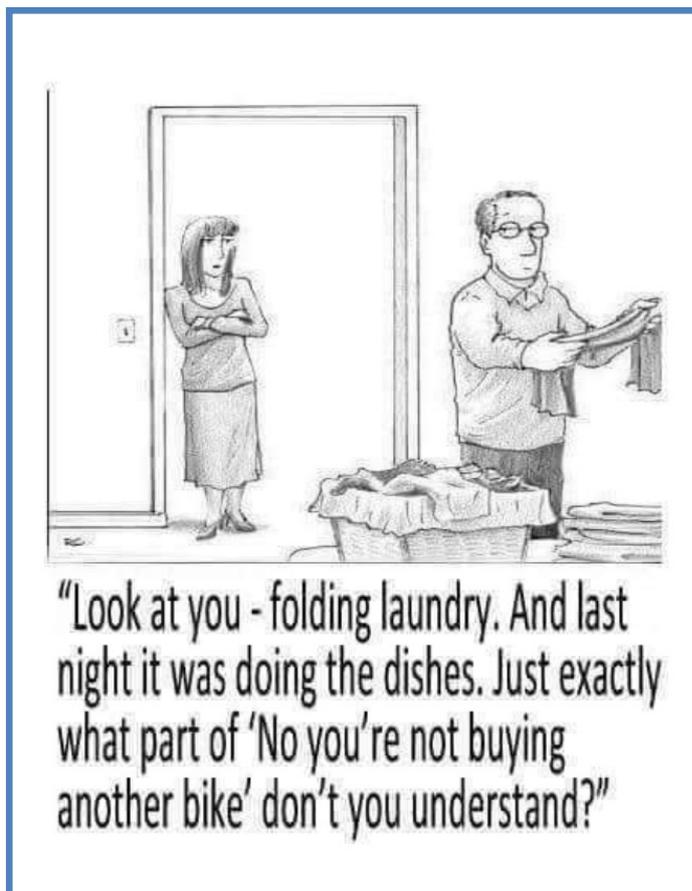
Glenn had told me the route prior to setting off and I was confident that I knew where we were going. Off we go then. Gulp. Come on, you can do it. I soon settled down and started to enjoy my ride through Otley and on towards Ilkley and then Addingham with lots of side streets, traffic and heavy rain to contend with. From Addingham we went on towards Bolton Abbey but turned right onto the A59 and headed towards Harrogate on open roads across the moorland.

Overtaking opportunities were taken, and we then came to some tight bends with a steep drop down to the left into a ravine. Shortly after, we are turning off the A59 at Blubberhouses and heading back towards Otley over rapidly ascending and descending, winding, narrow roads. At Newlay we turn from a long ascent into a 90-degree left through the village and pass a school just prior to 'kicking-out time' and so miss the subsequent melee. Glenn and I head towards a café on the A658, just outside of Pool. It hardly seems 2 minutes since we set off.

I have enjoyed my ride; good progress made safely. Have I done enough? As I come to a halt, I am already analysing my ride and feel that I have probably gained another silver grade. No doubt my over-critical mind was working overtime. Glenn very quickly advises that I have completed a gold standard ride! I am dumbstruck. After trawling through a few Highway Code signs and stuff, we enter the café and order tea and medals. We chat about the ride and it appears I rode rather well. A couple of minor points to dwell on but WOW, I passed. GOLD! We reminisce (we are both retired police officers) and then we are on our way home. I don't care about the rain and filthy country lanes. Thanks, Glenn. WOW!



*Editors disclaimer. The cartoon characters are not intended to represent any member of West Yorkshire RoADAR.*



When I first joined RoSPA, I was surprised to hear that there aren't many drivers in their mid-thirties who undertake the training. Maybe I'm an anomaly, but I really shouldn't be. No doubt I would have taken the tuition earlier if I could have – but I never felt I had the time due to my work schedule. That said, RoSPA had been on my radar for many years, having heard friends and colleagues discuss the benefits of membership and training.

I work in film and television production as a camera assistant/operator and run a small production company making documentaries - my work can be found at both [www.jamesstier.com](http://www.jamesstier.com) and [www.weareronin.co.uk](http://www.weareronin.co.uk).

Before working for myself I was an RAF photographer, specialising in-ground and helicopter operations mostly from a PR brief, but occasionally psychological operations (Psy-ops) and reconnaissance (Recon).

What I enjoyed most about the military was the systematic, professional and continual approach to training, skills acquisition and refinement. I also got to learn from people who had done the job, people I respected who were at the top of their field. I think this is why I was drawn to advanced driving - it's a development of an existing skillset, one most of us take for granted. It's delivered by experienced drivers who have a passion for what they do. So it just made sense to me.

I can drive well over 15,000 miles a year for work, and, with the exception of the M6, I love every mile. I shot a documentary in the USA recently where we followed 4 British cancer survivors taking part in the Race Across America. This is the world's hardest ultramarathon cycling race, over 3,100 miles, 12 states and the equivalent of 6 Everests in climbing, all in over 40°C heat. My team followed the relay riders the whole way in our colossal SUV. It took us nine days to drive across the country.



My first feature-length documentary required a small team to drive from the UK to Palma de Mallorca; shoot on the island, navigate Barcelona and drive through Italy into Austria. After a stop in Austria, we continued north to Aarhus, Denmark, eventually stopping at a small island called Anholt in the Kattegat Sea. We did this journey twice. Despite these driving experiences, I always felt my initial training in my late teens left a lot to be desired. I wasn't a bad driver as such, I had experience and fortunately no penalty points or accidents, nevertheless I just didn't have a methodology to fall back on and I always felt a little unsure.

The RAF taught me some basic skills in off-road driving, but I felt there was a gap between my experience and my working knowledge. I consider myself a professional – I look after my kit and my crew, carrying out work to the best possible standards. So, if driving is a large part of my work, why would I not undertake further training? I saw the opportunity to learn with West Yorkshire Advanced Drivers and Riders, not only as a benefit to my personal life – but as a massive benefit to my professional career.

All our group tutors have such a wealth of knowledge, and based on my location, I was partnered with Martin Jones. Martin's experience as a police officer, his work in the film industry and his honest, down-to-earth approach to training his students benefited me – we just clicked. When I began training, I had just taken delivery of a new Mazda 6 Tourer and would travel to his house (near Leeds), from either Sheffield or Manchester every couple of weeks. Each lesson would close with a debrief in Martin's kitchen over a mug of tea and plenty of attention from his two dogs. Here I could ask questions, and together we would unpick what had happened in the lesson. This was the perfect way of working for me – having spoken to friends in other RoSPA groups, I have found out that some adopt a classroom-based approach to the theoretical content. Every one of them told me they would have preferred a discussion over tea in the kitchen.

My PCA had revealed some poor habits. The biggest was automatic signalling; it was something that was drilled into me as a learner, but after four or five lessons, with practice in between, it went away, although I still catch (and stop) myself sometimes going for that indicator when there is no benefit. The other habit was sequential gear changing when coming to a stop, or making progress for that matter. I had never heard of block changing and felt this habit was another relic from my learner days. However, other issues such as hand position and speed awareness were faulty practices that had slipped into my driving.

The lessons progressed well. I knew I would be working locally for the next 3-4 months, so I was under no pressure to rush and could book lessons around my schedule. On the PTA with Mike Bell, I saw how much I had improved. The PTA also revealed multiple 'blind spots' – these were mostly related to bus lanes, road signs and knowledge of the Highway Code. With these points taken on board, it was around lesson 12 when we put in for my test. However, due to the Christmas break and the availability of examiners, my test was delayed for a few weeks, allowing us to work on those blind spots and bring everything together.

When the test came, I felt ready. I was excited. I trusted in Martin's and Mike's advice and drove to the system. Things went smoothly, with just a few small points of input from the examiner. I passed with a Gold. Phew! I was just happy to pass as I didn't want to let Martin, Mike, the group and myself down. I was and always will be so grateful for the training, and have already signed up two friends.

The way the tuition was delivered was bespoke to me. It was completed in a time frame that suited me and my abilities and my unusual work patterns. It was professionally delivered and structured, yet relatable and down to earth.

The downside to passing is that I don't get to hang out with Martin and his dogs as much – I keep joking we should create a RoSPA podcast, as I got so much extra out of our discussions about *Roadcraft* and Martin's time in the police. Who knows, maybe one day! Until then a huge thanks to RoSPA as an organisation and the West Yorkshire group.

Fancy a ride out?



The spring edition of TORQUE featured The Carding Shed at Holmfirth, a very unusual venue for the motoring enthusiast. It transpires it is not that unusual

as there is a similar venue in the eastern area of our county. **The Motorist** is a fully stocked showroom of classic and unusual cars and motorcycles situated adjacent to the Aero Club at New Lennerton Lane, Sherburn in Elmet, LS25 6JE which is just east of Leeds.

The business is the brainchild of Harrison Spinks Events, based in Leeds, and runs in a similar vein to the Carding Shed. It is housed in what was a derelict warehouse which has been completely refurbished to create a garage workshop open to visitors to view, a snack bar and a fully-insulated and heated showroom for the vehicles for sale.

I visited **The Motorist** on a mild January morning, and entered through the outdoor seating area and into the snack bar area, currently only open at weekends. With bacon and sausage sandwiches and tea and coffee for sale, a queue had already formed so I made my way through to the workshop where several vehicles were being stored and in various stages of repair on the ramps. There was also a model club displaying cars on various tables, one of the many events held at the premises.



Walking through to the warm and well-lit showroom, it was very apparent the amount of work that had gone into the refurbishment. I introduced myself to Ian who was well aware of RoSPA Advanced Drivers and Riders having had some previous experience and was only too happy to take some of our group leaflets. He told me they own some of the vehicles for sale and also act as a brokerage for vehicle owners, who can sell their vehicles through The Motorist on a commission basis. Having only been open since June 2019, The Motorist is pleased with the amount of interest shown and they have plans to extend the showroom and include a purpose-built first-floor café in the very near future.

The cars in the showroom varied from a 1949 Alvis TA14 for sale at £16,495, to a three-year-old Aston Martin Vantage V12 for sale at £115,000. However, the car that stood out for me was an immaculate 1971 Triumph TR6. It took me back to my youth, and later when I retired and I was searching for a classic sports car. It had superb red paintwork with a black soft top and walnut dash.



For the motorcycle enthusiast, there were a number of machines for sale including a twenty-year-old Kawasaki ZX7, a 1989 Yamaha RZV 500R, a Yamaha RD350R and a very good condition Honda 90 just like my grandad used to ride about.



So if you fancy a drive or ride out on superb roads and spending a relaxing hour or so, head out to **THE MOTORIST** at Sherburn and I am sure you won't be disappointed. The garage and showroom are open Monday to Friday from 9am to 4pm and the showroom and café are open weekends from 10am to 3.30pm. You can find them on Facebook @themotoristhub, or for more information and see current vehicles for sale, look at the web site [www.themotorist.com](http://www.themotorist.com).

Editor

West Yorkshire RoADAR branded clothing is now available to purchase at Tuff Shop, 4 Midland Street, Oulton, LS26 8SW. They can deliver. To order phone 0113 2887713



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**RoSPA**

accidents don't have to happen

## Advanced Drivers and Riders

Passed RoSPA Advanced Driving Test

### CORONAVIRUS UPDATE

## DRIVING TESTS CANCELLED

## Drivers

Passed RoSPA Advanced Motorcycle Test

**GOLD****Richard Hirst**

KEEP  
CALM  
IT'S  
ONLY  
POSTPONED

## Riders

**The National Road Rally****4th-5th July 2020**

...it's calling!

**NRR 2020**  
The first road rally for a 100 year

nationalroadrally.co.uk

**POSTPONED**

For the last 5 years I have taken part in the Auto Cycle Union National Rally which takes place on the first full weekend in July and can cover one or two days depending on the award you would like to go for. The rally is not a race and the only stipulation is that you accrue the required number of points within the allotted time. I guess it's like orienteering on a motorcycle and you choose the best route between your starting and finishing points.

A couple of weeks before the event a "matrix" is sent to you from the organisers, which shows all the control points which cover most of England, and the links between. Controls can only be visited once or in certain cases twice. They can also only be visited via the links shown on the matrix and these links have an associated score. These points add up through the event to achieve your required score. There can be as many as 500 motorcycles taking part, but this is over the whole country so the number of riders actually seen on route, so to speak, is not that many. Riders are doing their own routes and controls in all different orders and much of the time you are on your own.

I chose the Daytime Gold Award, which means a mileage of around 280 miles and visiting at least 12 controls. The way I plan my route is to decide which area I would like to ride and choose convenient start and finish points, which can be the same for this award. I then try various alternative routes until I reach a solution combining the mileage and the required number of controls. Then it's out with the road map and look for the best route between the controls on the road. Descriptions are given of the location of the control but can be a little awkward to pinpoint sometimes. It doesn't matter about your actual mileage between controls though as only the mileage on the matrix is used to arrive at your final score. Towns can be a bit awkward too with their one-way systems. I plan the route on my own route card and try and memorise the sections one at a time on the day.

On the Daytime Gold event it's a start time of midday and a finish time of no later than 10pm. A break is required sometime during the day, plenty of controls have facilities and fuel is no problem.

The first and second years I did Cheshire and Derbyshire, the third Lincolnshire, the fourth the Midlands and last year the Midlands again. For some reason I seem to end up with Barnsley as my start and finish points, but they do change a little as each year the venue can change. A couple of times ago I thought I knew where the start was and turned up where it had been the year before without checking the reference, luckily I twigged in time.

It's a great day and I enjoy the route finding, seeing new places. However, I find there is no time to hang about and I usually arrive at the finish with maybe only an hour to spare.

*Stephen Corker*