

TORQUE

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EDITOR

WELCOME TO TORQUE MAGAZINE

The Summer issue seems to have reinforced that the new format for TORQUE is a success with several compliments made. It was sent to 229 members and other interested parties such as those at RoSPA head office and previous guest speakers. I even had compliments about the cover photo with someone saying it made you want to go for a drive.

I was asked if I still need articles and the answer is always. If an issue has less content than the previous one, it's because I didn't have enough material, so please keep them coming. My only criteria is make it a word document of about 500 to 800 words and photos preferably jpeg. Remember we have to be careful about copyright.

Its good to see the fair weather members of the group have been out and about but the motorcycle season ends shortly, so bikers, keep the articles flowing.

I met another new examiner in June, Claire Patterson, a retired police Inspector from Roads Policing with a wealth of experience and her story is on page 4. I am pleased to say she has accepted Honorary membership of our group.



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Cover photo: A4086 Capel Curig, Snowdonia – taken by Dave Robertshaw October 2018



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MEET THE EXAMINER- CLAIRE PATTERSON

I started learning to drive as soon as I turned 17. I was a quick learner, having my first lesson in August 1993 and passing my test on 2nd of December that same year. Like most new drivers, I thought I was the best driver on the road and it felt amazing to be behind the wheel of my Mark II Ford Fiesta Pop Plus on the old-style A plate!

I joined the police in February 1996 at the age of 19. I looked so young, which I hated at the time, and people would constantly ask whether I was old enough to be a police officer. I'd love someone to say that to me now! I knew early on that I wanted to join the Traffic Department. Having grown up with two older brothers, I loved cars and was always helping them to tinker with theirs. In fact, when my Fiesta needed a new wheel arch, I built one myself using mesh and body filler before finishing it off with a fresh coat of spray paint.

I joined the Traffic Department in 2002 and, by 2003, had completed my traffic law courses, advanced driving qualification and TPAC training. I spent my time on traffic in Bradford, where there was certainly plenty to deal with, from minor traffic offences to serious collisions and pursuits. As the saying goes, all roads lead back to Bradford! I later completed the Collision Investigation Course and, in hindsight, regret not progressing to the City & Guilds qualification. At the time, though, I thought changing to four legs and joining the Mounted Section was a better option.



As a Police Constable a couple of highlights in my career was being involved in both Bradford Riots, the first on foot, the second on horseback. I was also privileged to work on the Tour De France cycle event, what a wonderful weekend of public engagement, getting my face painted with the children, painting bikes in bright yellow and getting to see the riders fly past at incredible speeds. Breathtaking!

After 15 years' service, I decided to go for promotion. As a Sergeant I worked in various roles including prisoner handling, Neighbourhoods and Response. I also became a Hostage and Crisis Negotiator, trained in Kidnap and Extortion and progressed to become a Coordinator. I had lots of interesting jobs including many international kidnaps, one I worked on for three days involving GCHQ and the NCA. I had a phone call with the then Prime Minister, Theresa May, lined up but it never happened – thank goodness, as someone who had policing way down on her agenda I didn't want anything to do with her!

My favourite allocated car was the old Volvo T5 – what a machine. I once stayed with an Audi RS6 from Horton Bank Top through Bradford towards Drighlington and down to Farnley. If the driver had been any good, it should have left me eating its dust!

For some reason, we seem to think we can solve the problems with technology alone. While speed cameras certainly have their place, you can't beat the combination of education and enforcement that a traffic officer brings. It saddens me that there appears to be nothing on the horizon to increase recruitment and that demand continues to grow. Officers work incredibly hard, carrying ever-increasing workloads, with little time to be proactive and are suffering from repeated exposure to traumatic incidents. These are challenging times for policing.

When I became an Inspector, an opportunity arose to join the Roads Policing Unit at Operational Support. I was successful and remained in that role until retiring in May 2026. I was a trained Force Incident Manager and PSU Commander. Roads Policing Inspector was a challenging and often frustrating role. Since 2010, the number of Roads Policing Officers in West Yorkshire has more than halved. This is why you don't see as many traffic officers on the roads as you once did, and the knock-on effects have been significant: more driving offences being committed and an increase in road traffic collisions.

My husband, Paul, is also a retired police officer. We worked together in Traffic at Bradford before he moved to the Firearms Support Unit. He now works as a firearms instructor. We both love cars and, between us, have owned too many to list. On one occasion we attended a car auction and Paul spotted our old Inspector on the other side of the hall and gave him a wave. The next thing we knew, the hammer had come down and we'd bought a blue Renault Clio for £2,000. Fortunately, it turned out to be a lovely little motor!

One incident from my policing career still makes me smile. I was working nights and, towards the end of the shift, became involved in the pursuit of a stolen car carrying four males. The pursuit ended when the vehicle lost control and hit a stone wall. As the occupants made off on foot, my attention focused on the driver.

As I brought my car to a stop and went to chase him, he suddenly stopped running beside my vehicle, allowing me to grab him and put him in handcuffs. His reply to caution was unexpected:

"Can you move your car off my foot?"

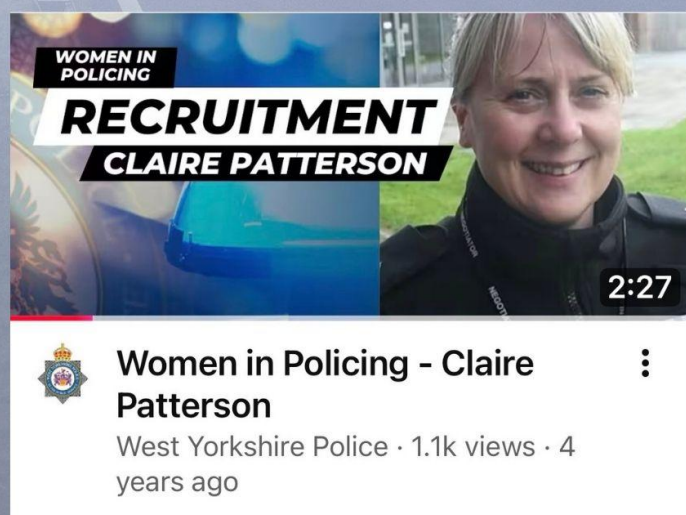
Ah... so that's why he'd stopped running!

With my roads policing background, I am passionate about road safety. This is one of the reasons I wanted to become involved with RoSPA and why I am now training to become an Approved Driving Instructor. If I can use my experience to provide training and education to new drivers, hopefully it will go some way towards making our roads safer.

A recent drive with Martin as a rear-seat passenger while he tutored an Associate proved invaluable. It was refreshing to see the quality of tuition being delivered and how effectively it contributes to an Associate's development.

As I begin conducting tests, I'll be looking for a confident drive, good vehicle control and a high level of situational awareness, supported by excellent all-round observation and a smooth, progressive driving style. I understand that providing a commentary during the test is not a requirement, but I always enjoy hearing one. What better way is there to understand what someone else is thinking and how that thinking translates into action?

You can find out more about Claire on YouTube.





TARMAC TO TRIALS BY JOHN CAVALIER

A group of West Yorkshire RoADAR advanced motorcycle riders recently swapped tarmac for mud, cambers, and tight turns during a series of four motorcycle trials experience days, with three riders attending each session

It's fair to say that trials riding lies well outside our normal comfort zone. Many of us ride motorcycles equipped with enough electronics to rival a small aircraft. The trials bikes, by comparison, took a decidedly minimalist approach. There was no comfortable touring seat – in fact, there was no seat at all – no dashboard, no neutral indicator, no speedometer, no rev counter, no ABS, and no sophisticated rider aids. If you wanted to know what the bike was doing, you had to rely entirely on your senses.



At this introductory level, trials riding focuses on slow-speed control and tight turns over uneven ground. The balance and machine control required proved physically demanding. IPSGA remained surprisingly relevant – although, in our case, we stayed in first gear throughout as our speed didn't warrant anything higher

The skills we were developing are highly transferable to everyday road riding. Trials riding demands smooth clutch and throttle control, accurate braking, effective body positioning and, perhaps most importantly, observation and planning. Riders quickly discovered that looking well ahead, selecting the correct line and remaining relaxed on the bike were every bit as important off-road as they are on the road.

Riding slowly and precisely over uneven terrain develops balance and low-speed machine control, directly improving confidence during U-turns, filtering, slow manoeuvres, and riding in poor conditions. Training of this kind also makes loose or slippery surfaces seem far less intimidating.



I am proud of our RoADAR motorcycle training group. Although trials riding was something completely new for many of us, everyone rose to the challenge and gave a very good account of themselves.

The event was hosted by BUMPY (Birstall Urban Motorcycle Project for Youth), a long-established local motorcycle charity with roots dating back to the 1980s. Originally created through cooperation between local residents, the police, probation services and motorcycle clubs to provide a legal and constructive outlet for off-road riders, BUMPY has grown into a highly respected training organisation offering everything from CBT and full licence training to specialist off-road instruction.

The instructors created a friendly and welcoming environment for riders of all abilities and delivered training that was both challenging and thoroughly enjoyable. By the end of the sessions there were tired arms, aching legs, and plenty of smiling faces, along with a greater appreciation of how off-road riding can sharpen the skills we rely on every time we head out onto the road.



I suspect that, for some of us, this will not be our last taste of trials riding.



RYDER TO MATCH A GOLF COMPARISON BY DAVE ROBERTSHAW



Having missed my turning, I pull the bright red VW Golf into a side road and find a safe space to turn around. I conduct my observations and without thinking about it, select reverse. Push the lever down, slide it to the far left. Suddenly I'm hit with a realisation; this is muscle memory at work here. Muscle memory that hasn't been used for well over 20 years. You see, my first car was a VW Golf; a 1994 Mk3 1.4 Ryder. The car I'm driving for this review is a 2019 Mk7 1.5 Match.

This car is really reminding me of my first one; perhaps there's an inherent Golf DNA that's been carried through the generations. My first car (L243HJA) has an almost legendary status in the Robertshaw household. Purchased brand new by my Mum, it was a considerable step up from the Austin Metro it replaced. My Dad particularly liked it, sometimes using it on work trips over his company Mercedes. After passing my test in 1998, the car came to me and endured my early motoring antics.

The 2019 1.5 Match model I'm driving isn't far off the newer equivalent of my first car. I do some maths. The 2019 car is now the same age as my Mk3 in 2000. Back then my Mk3 was quite a basic car. It only had 4 gears and there was no power steering. Rev counter aside, there were no electric toys; even the radio had to be purchased separately after delivery of the car. Whilst considered quite safe in its day, I had no ABS, ESP, airbags. I did have side impact bars though and... seatbelts.

The 2019 car is a world apart. I have two extra gears in the slick shifting 6 speed manual 'box. There's an easily accessed central touchscreen, but it is positioned a bit low in the dash for my liking. However, points are regained with the easily reached physical buttons for regularly used controls. Further tech I could only have dreamed of in the Mk3 includes cruise control, air conditioning, and safety systems such as plenty of airbags, ABS, ESP and pre and post collision protection systems.

The 1.5 Evo engine (150bhp in this one) has plenty of clever tech within it too. This is VW's high efficiency engine with Active Cylinder Technology, enabling two cylinders to be shut down during light loads to save fuel.

I think this accounts for the slight jerkiness in the engine revs as I initially move off, however the rest of the time the engine whirrs away smoothly and quietly, responding enthusiastically when required, torque building quite early in the rev range. It's a far cry from the aged 1.4 60bhp unit of my old Mk3.

Also, a far cry, thankfully, is the handling. I recall my original Golf being very short on grip, especially in the wet. Understeer could occur at very low speeds, not helped by the skinny 13-inch tyres. In contrast, the Mk7 is a Golf that handles very securely and safely. The steering isn't as direct or sporty as say a Focus, but it is still good fun to thread through a series of bends, the suspension keeping the body tidily in check during direction changes.

That Golf DNA then? Well, I think it comes from the overall feeling of solidity. The Mk7 feels like a premium product. The interior is well screwed together and is decent quality. It hums along quietly and smoothly on a cruise, encouraging driver confidence in the process. It leaves you with a positive impression; this is a car you could get along with very easily, that doesn't require any fuss. My Mk3 was the same. Viewed in these terms, it's not hard to see how VW have sold so many Golfs through successive generations. If you want a classless car that gets on with the job, then look no further.

What became of my old Mk3? Well somehow it survived my first 60k miles of driving, including a continental road trip and departed the family in 2003 when I traded it for a sportier Polo. Last seen parked at the roadside in 2009, it looked smart even at 15 years old, a bit of rust just starting around the edges. What car does my Mum drive nowadays? That'd be a Golf. A bright red 1.5 Match...



VERY ADVANCED DRIVING- A BOOK REVIEW BY MARTIN JONES

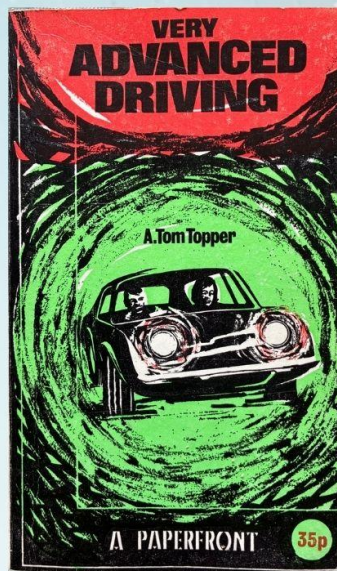
I was recently given a book by one of our members, *Very Advanced Driving* by A. Tom Topper. Although the book remains under copyright, the publishers permit the use of up to five pages without prior permission, provided acknowledgement is given. With the legalities neatly dispatched, let's take a look.

The back cover carries a rather confident money-back guarantee. Looking at the original cover price, however, I don't think I'll be troubling anyone for a refund. The book cost just 35 pence. Even allowing for inflation, pursuing a claim after fifty years would seem somewhat disproportionate.

But who exactly was A. Tom Topper? There is surprisingly little information available about him beyond the fact that he was a British author who wrote a number of books on driving, roadcraft and passing the UK driving test. *Very Advanced Driving* was published in 1974—the same year I learned to drive—although the first edition appeared in 1970.

Oddly, the cover describes it as a "paperfront" book, whereas today we would simply call it a paperback. Copies can still be found for sale if you're willing to part with considerably more than 35p. One review I read described it as "an odd little paperfront packed full of driving hints suitably diagrammed." Unfortunately, I must disagree. The diagrams are often difficult to interpret, and attempting to depict road signs using black-and-white sketches was never going to be a triumph of graphic design. Some resemble road signs, others resemble abstract art, and a few could be either.

Throughout the book, Topper frequently refers to poor drivers as "buppy" drivers. It was a term I had never encountered before. To be fair, he admits he borrowed it from another author, Roy Neal. Modern dictionaries suggest "buppy" refers to a young, upwardly mobile Black professional—a variation on "yuppie." While reading the book, I mentally substituted the word with "moron," which made rather more sense in context and improved readability considerably.



One particularly interesting chapter covers "Very Fast Driving." Topper argues that a disciplined driver in the right car travelling at over 100 mph may be safer than someone travelling at 40 mph in an unsuitable vehicle with little road sense. The national speed limit had already been established at 70 mph, yet he openly favours scrapping what he describes as a "silly British law."

Not exactly the position RoSPA would be advocating today, or indeed any organisation wishing to keep its insurance premiums under control.

To balance matters somewhat, he does point out that dangerous driving in 30 mph limits often presents a greater threat to life than speed on motorways. Nevertheless, he proceeds to offer advice to readers who wish to exceed the speed limit, which perhaps explains why this particular volume has not found its way onto any current RoSPA reading list.

The author clearly had some familiarity with Roadcraft. Many of the principles he discusses will be familiar to anyone who has studied older editions. I found the motorway chapter particularly enlightening, although it must be remembered that motorways were still relatively new and carried a fraction of today's traffic volumes. One piece of advice is to flash your headlights when a lorry or van has safely passed and can pull back in. Such courtesy flashes were common practice at the time. Today, however, a flash of headlights can mean almost anything from "after you" to "I'm already coming through" depending on who is interpreting it.

Topper devotes a paragraph to combating drowsiness at the wheel. If sleepiness strikes before reaching a service area, he recommends moving into the inside lane, reducing speed and trying the following: open the windows, pinch yourself, stick your head in and out of the window, breathe deeply, sing, whistle, shout, shake your head, slap your face and wriggle in your seat. All while continuing to drive safely, of course.

Reading the list, one gets the impression he was trying to recreate a one-man music hall performance from the driver's seat.

If none of this works, he advises stopping on the hard shoulder to recover. He even suggests that if the police threaten prosecution, you should tell them not to be silly. To be fair, he adds that most motorway police officers are sensible people, although they may suspect you've been drinking and invite you to take a breath test. One suspects modern motorway patrols might have a slightly different view, particularly if they found you simultaneously singing, slapping yourself and hanging your head out of the window.

Topper is also a strong advocate of the horn, which he consistently refers to as a "toot"—a word that perhaps carries different connotations today. Older editions of *Roadcraft* similarly included use of the horn within the System of Car Control. He correctly notes that insurers often asked whether the horn was sounded before a collision. I particularly liked his advice to look beneath parked vehicles for signs of movement from pedestrians hidden from view. It remains a useful observation and one that many drivers overlook. He also recommends a well-timed toot to alert drivers who may be unaware of developing hazards.

However, some of his guidance has aged rather less gracefully. When driving through crowds near football matches, race meetings, or market streets, he suggests switching on the headlights, politely requesting a thank-you through the window, selecting neutral, holding down the clutch, and repeatedly revving the engine: "brroom! brroom! brroom!" "Don't hoot. That's not cricket." "Humour is your best bet. After all, you can't mow them down!"

This is perhaps the only driving book I've read that advocates crowd management through comedy and enthusiastic throttle application

There is also just over a page devoted to automatic transmissions, which at the time were still relatively uncommon. His advice remains perfectly sound: use the right foot for both acceleration and braking, as introducing left-foot braking may cause confusion in an emergency. Some advice, unlike cars, ages remarkably well

Reading the book today raises an interesting question. What would A. Tom Topper make of modern motoring? Adaptive cruise control, electric vehicles, speed awareness courses, average-speed cameras, lane-keeping assistance, and our increasingly complex signing systems would surely leave him with plenty to write about.

He would probably approve of some developments, dismiss others as nonsense, and almost certainly have a few choice words about average-speed cameras. Whether he would regard any of it as "very advanced driving" is another matter entirely.

What is certain is that reading the book provides a fascinating glimpse into a motoring world that has largely disappeared. Some of the advice remains surprisingly relevant, some of it is hopelessly dated, and a few passages leave you wondering whether the author was writing a driving manual or auditioning for a comedy revue.

If you wish to read *Very Advanced Driving* for yourself, the book will be one of the prizes in the motoring trivia and Highway Code quiz at the October meeting.

Whether that constitutes a prize or a warning is for the winner to decide!

MONEY BACK GUARANTEE

If you do not agree that this is the greatest, best illustrated, most advanced and helpful book on Advanced Driving you have read, return to publisher for refund.



Members of the West Yorkshire RoADAR motorcycle section enjoyed a memorable social ride-out on the first weekend of June, exploring some of the finest roads and scenery that North Yorkshire has to offer. The ride was expertly led by Andy Richardson, with Giles Massey taking on the role of Tail End Charlie (TEC) for the day.

The ride-out brought together all the ingredients that make motorcycling in Yorkshire such a rewarding experience: scenic roads, historic landmarks, coastal views, excellent company, and plenty of opportunities to put advanced riding skills into practice.

The day began at Lumby's Garden Centre, where riders gathered for refreshments, route briefings, and the usual pre-ride conversations. As motorcycles lined up and final preparations were completed, anticipation built for a route that promised a varied and enjoyable day in the saddle. The weather proved favourable throughout, with dramatic Yorkshire skies providing a fitting backdrop to the journey.

Our first destination was the magnificent Castle Howard. One of Yorkshire's most recognisable stately homes, it provided the ideal setting for a well-earned coffee stop. Riders took the opportunity to stretch their legs, admire the impressive architecture, and catch up with fellow members before continuing the ride. The combination of beautiful grounds, historic surroundings, and a line of motorcycles made for a memorable start to the day.

Leaving Castle Howard behind, the group headed north-east through rolling countryside and picturesque villages towards the coast. The route offered an enjoyable mix of sweeping bends and open roads, allowing riders to make full use of observation, planning, positioning, and smooth machine control—hallmarks of advanced riding.

Arriving at Saltburn-by-the-Sea, members enjoyed a relaxed lunch while taking in the views across the North Sea. The coastal setting provided a welcome contrast to the inland landscapes experienced earlier in the day and offered an opportunity to unwind before the afternoon's ride.

Following lunch, the route turned inland once more towards Easingwold. This section showcased some of North Yorkshire's finest countryside, with open vistas, quiet roads, and charming villages. Throughout the day, the emphasis remained on safe, smooth, and progressive riding, enabling all participants to enjoy the route while reinforcing the advanced riding principles promoted by RoADAR.



The final leg took the group south towards Wetherby Services, where riders gathered for a final debrief before making their individual journeys home. Conversations naturally turned to favourite stretches of road, memorable moments from the day, and ideas for future ride-outs. As always, the combination of excellent riding, good company, and a shared enthusiasm for motorcycling ensured a thoroughly enjoyable day.

The North Yorkshire ride-out once again demonstrated what makes group riding so rewarding. By combining advanced riding principles with some of Yorkshire's most enjoyable roads, the day delivered superb riding, stunning scenery, and great camaraderie from start to finish.

Our thanks go to Andy and Giles for leading the ride, and to everyone who attended and helped make the day such a success. We look forward to the next adventure on two wheels.





FIFTH GENERATION BY MARTIN JONES



The Hyundai Santa Fe has been a familiar sight on UK roads since its launch in 2001, evolving through several generations into a capable and increasingly refined SUV. My own experience with the model began in 2010, and over the years I have owned four examples, all powered by Hyundai's dependable 2.2-litre diesel engine, split evenly between manual and automatic transmissions. While I might personally prefer a smaller vehicle, the demands of towing a caravan have consistently made the Santa Fe a practical and reliable choice.

My previous vehicle was a fourth-generation Santa Fe equipped with a 2.2-litre diesel producing 195bhp, paired with an eight-speed dual-clutch automatic gearbox. It proved to be an excellent tow car and a capable long-distance cruiser, setting a high benchmark for any potential replacement.

When the fifth-generation Santa Fe was launched in 2024, I initially dismissed it, as I am sure so did many others who tow a caravan. During a visit to R N Golden Hyundai, I had the opportunity to inspect the new model. Although its bold, angular styling may divide opinion, I found it attractive and distinctive. However, the then-available 1.6-litre petrol hybrid offered a towing capacity of just 1,100kg, which fell well short of my requirements.

That changed earlier this year when a revised UK specification increased the towing capacity to 2,000kg through refinements to the hybrid powertrain. The updated system combines a 1.6-litre turbocharged petrol engine with electric assistance to produce 235bhp, driving through a six-speed torque-converter automatic gearbox. This development brought the Santa Fe firmly back into contention.

Returning to the same Huddersfield dealership, where service had always been excellent, we arranged a test drive. The vehicle impressed sufficiently for us to place an order immediately. Delivery took only a couple of weeks, as our chosen vehicle—a Typhoon Silver Ultimate AWD—was already in the UK. The handover process was efficient and thorough, completed in under an hour.

Thanks to my familiarity with previous models, the transition was straightforward. Although only marginally longer than its predecessor, the new Santa Fe offers noticeably improved interior space, particularly for rear-seat passengers and luggage. The automatic gear selector, now mounted on a stalk behind the steering wheel, operates via a twist action—forward for Drive and back for Reverse. While unconventional at first, it quickly becomes intuitive. Minor changes to other controls, such as the repositioning of the cruise control and speed limiter functions, required little adjustment.

From an advanced driving perspective, the most significant developments lie in the expanded suite of Advanced Driver Assistance Systems (ADAS). Unlike in previous vehicles, I have found no need to disable any of these features during normal driving. The Direct Driver Monitoring System (DDMS), which uses an infrared camera to monitor eye movement and driver attention, provides both visual and audible alerts if inattention is detected. While initially intrusive, its safety benefits soon become apparent.

Similarly, the speed limit warning system offers subtle but effective reminders, helping maintain compliance without becoming distracting. The hybrid powertrain itself contributes to a refined driving experience, with seamless transitions between electric and petrol operation. Early fuel economy figures of around 42mpg, combined with the lower cost of petrol compared with diesel, have been a welcome bonus.

Braking performance is particularly impressive. The transition to electric drive during deceleration results in smoother stopping than the diesel model, where engine braking could sometimes make smooth inputs more difficult. The regenerative braking system, adjustable via steering-wheel paddles, allows the driver to tailor deceleration levels while recovering energy. This is useful for maintaining vehicle stability and planning ahead. In Sport mode, the paddles revert to their more traditional role as manual gear selectors.



An unexpected but impressive feature revealed itself during a journey to Leeds Dental Hospital. A **GREEN** indicator appeared on the dashboard, which I later discovered signified the system's use of navigation and GPS data to identify low-emission priority areas such as hospitals and residential zones. In these locations, the car automatically switches to electric-only operation, reducing both noise and emissions. The same feature activates when approaching home, making low-speed manoeuvring particularly quiet and unobtrusive. It is a remarkably clever piece of technology.

The upgraded Highway Drive Assist 2 (HDA2) system builds upon adaptive cruise control by incorporating assisted lane changes. When the driver indicates, the vehicle will steer into an adjacent lane if conditions are deemed safe. While the technology functions impressively, it remains an assistance feature rather than a substitute for driver responsibility—an important distinction for any advanced driver.

What about towing? I had the towbar and electrical connections fitted at home and have since completed several trips towing my 1,900kg caravan. Fuel economy naturally dropped to around 23mpg, which was entirely expected, but the Santa Fe towed confidently up to the legal speed limits with little apparent effort. Some ADAS functions are automatically disabled when a trailer is connected, but the most noticeable issue involved the DDMS.



The system detected the slight movements caused by the caravan and incorrectly concluded that I was not paying sufficient attention to the road. As a result, it warned me approximately every six miles to take a break. Fortunately, this feature can be disabled through the settings menu when towing.

There is ongoing debate within the driving community regarding the increasing role of ADAS and the gradual move towards greater automation. However, many of these technologies are already well established and, when used appropriately, offer genuine safety benefits. For drivers committed to maintaining high standards, they should be viewed as complementary tools rather than replacements for skill, judgement, and awareness.

Just nine weeks and 1800 miles after driving the car out of the dealers, our CTO Mike Bell sat alongside me for two reasons. So, I could explain how the car and the ADAS features worked and how my drive has been affected by them. The drive took 1 ½ hours and was 40 miles on a mixture of different types of roads and speed limits, similar to a test route. The car averaged 48mpg during the drive and Mike said it was safe, and very smooth. Using the ADAS features during the drive made this all appear effortless, and it was apparent the car obviously had plenty of power. When he asked if I could identify anything I didn't like about the car, I honestly answered, I can't fault it.

In summary, the fifth-generation Hyundai Santa Fe represents a significant step forward to me. It retains the practicality and towing capability that long-time owners value while introducing a level of refinement, efficiency and technological sophistication that aligns well with modern advanced driving principles. For those seeking a capable tow car that also embraces the latest driver-assistance technology, the new Santa Fe deserves serious consideration.



THE MAGNIFICENT SEVEN RIDE BY TONY BRADLEY

Our June weekend away began at Woolley Edge Services on the M1. Before any wheels could turn, however, there was the traditional ritual of watering ourselves and then attempting to pair our Bluetooth intercoms. Anyone who has ever tried to connect more than two riders will know exactly what happened next.

"I'm connected!" "No, you're not." "I've lost everyone." "Can anybody hear me?"

After much button pressing, head scratching and a few choice words, all seven of us were finally connected. With full fuel tanks and high expectations, we set off.

The opening motorway miles on the M1 and M18 were simply something to get out of the way before we reached more enjoyable roads towards Newark. Progress was good until we came upon a long queue of stationary traffic with thick black smoke visible in the distance. With no oncoming traffic we cautiously began filtering, only to have two approaching motorcyclists urgently signal for us to turn around.

That proved to be excellent advice. As soon as we retraced our route, police cars on blue lights and a fire engine came hurtling past. We later discovered there had been a serious collision involving a car and an HGV, closing the road completely. Fortunately, our tail-end Charlie, Colin, knew the area from years gone by. His local knowledge saved the day as he expertly guided us along a network of back roads until we were back on course. Sometimes old-fashioned local knowledge beats even the best sat nav.



One memorable stop was the magnificent Lancaster Bomber sculpture at Hoveringham. Standing proudly in the middle of the countryside, it makes for a striking sight and, naturally, a compulsory group photograph.

At this point, special praise must go to Richard, who had organised the route. His choice of coffee and lunch stops was excellent, with refreshingly different venues from the usual biker haunts. One lunch stop was even at a working windmill—a first for most of us.

By late afternoon we arrived in St Neots and headed for the local Tesco petrol station to fill up. Unfortunately, Tesco had other ideas. They had no fuel whatsoever. We retraced our steps to another filling station, where we discovered that fuel prices in Cambridgeshire seem considerably more enthusiastic than those back home. To add a little extra excitement, Dave's tyre pressure warning light decided to join the conversation. Thankfully, it turned out to be a faulty sensor rather than a puncture, although Dave kept a careful eye on it for the remainder of the trip.

Day two greeted us with hot, humid conditions—not exactly ideal for six hours in motorcycle gear. We suffered a brief separation when new roadworks diverted part of the group, but we were soon reunited and enjoying some superb riding through picturesque countryside. The villages were immaculate, with beautiful, thatched cottages seemingly around every corner. Saffron Walden and Clare were particularly impressive and well worth riding through.

Our main destination was the David Silver Honda Museum in Leiston—a must-visit for anyone of a certain motorcycling vintage. Walking around the museum was like stepping back through our own riding histories. Many of the machines had either once occupied our garages or our dreams. For me, the standout exhibit was the remarkable 1980 Honda NR750. With its revolutionary oval pistons, eight spark plugs, eight valves per cylinder and a 12,000 rpm red line, it remains one of the most technically fascinating motorcycles ever built. Seeing one in the flesh was something special. There were plenty of other rarities too, including a V3 two-stroke engine from the 1970s that many of us had never seen before. After another obligatory photo stop, we headed back via some excellent B-roads, stopping for coffee in Bury St Edmunds before returning to base via Cambridge and the A14.

Our final day began with rumours of rain ahead, but thankfully the weather remained warm. We headed towards Spalding for another coffee stop—yes, another windmill—and then continued through Boston and Market Rasen, passing close to Cadwell Park. It was tempting to imagine having a few laps, but probably best left for another day.

The final highlight was crossing the Humber Bridge. There's always something special about riding across it, and it somehow feels even better knowing motorcycles don't have to pay the toll. From there, the group gradually dispersed. Colin peeled off shortly after the bridge to head home, while the rest of us took our own routes north.

Looking back, it was everything a weekend motorcycle trip should be: great roads, excellent company, plenty of laughs and just enough unexpected moments to make the stories worth telling afterwards. A huge thank you goes to Richard for organising such an enjoyable trip, to Colin for keeping us all on the straight and narrow (both literally and figuratively), and to everyone else who helped make it another memorable RoSPA weekend away.

CHAIRMAN'S MESSAGE: RESPECTING ONE ANOTHER-ON THE ROAD AND ONLINE



One of the strengths of West Yorkshire RoADAR is the professionalism, friendship and mutual respect shown by our members. Whether we are observing associates, attending Group events or communicating online, we all have a part to play in maintaining the welcoming environment that makes our Group what it is.

Our Group Constitution, available on our website at www.wyg-roadar.org.uk, sets out how the Group operates and the standards expected of every member. At the heart of this is our Code of Conduct, which requires us all to behave professionally, treat others with respect and consideration, avoid language or behaviour that could cause offence, comply with the law, and act fairly and honestly at all times.

Our WhatsApp groups are an important part of how we communicate. The Car Tutors and Motorcycle Tutors groups help allocate associates for tuition, while the Motorcycle Improvers group assists in arranging observed rides. We also have two informal chat groups, administered by volunteer members, which allow members to socialise and keep in touch. Although these groups are informal, the same standards of behaviour apply as they do at any Group activity.

At the end of June, a post was made in the Motorcycle chat group that breached our Code of Conduct. Although the post was removed promptly by one of the group administrators, it had already been seen and resulted in a complaint being made to me.

The member concerned apologised and explained that the comment had been intended as banter. Whilst I accepted that no offence was intended, it serves as an important reminder that intention and impact are not always the same. If a comment has the potential to offend or alienate others, it falls short of the standards we expect as members of West Yorkshire RoADAR.

Resolving the matter took a considerable amount of time and, regrettably, both the member who made the post and the member who raised the complaint subsequently chose to leave the WhatsApp group and resign from the Group. This was an unfortunate outcome that could, in my view, have been avoided had our Code of Conduct been observed from the outset.

The Committee discussed the incident in detail at its July meeting. After careful consideration, it was agreed that the Car and Motorcycle chat groups should continue. However, the Committee also agreed that any further breach of the Group's Code of Conduct within these informal chat groups will result in both chat groups being closed. None of us wishes to see that happen. The chat groups are valued by many members and provide a useful way of sharing information, experiences and the camaraderie that exists within our Group.

I therefore ask all members to pause and think before posting. Consider how your words might be interpreted by others and whether they reflect the standards expected of a RoSPA Advanced Drivers and Riders Group member. A moment's thought before pressing "send" can prevent misunderstandings and help ensure that our online discussions remain friendly, respectful and inclusive for everyone.

Thank you for your continued support and for helping to maintain the high standards that make West Yorkshire RoADAR a Group of which we can all be proud.

A handwritten signature in black ink that reads "Jon Taylor". The signature is written in a cursive, flowing style.

WHAT THE GROUP HAVE BEEN DOING



JUNE

Just seven members of the committee met this month and with our secretary being one of those unavailable so Chris Luty took the notes for the minutes. The motorcycle section were first off the mark this month with **Tony Bradley** achieving GOLD on his triennial motorcycle retest followed shortly after by **Dave Robertshaw** who also achieved GOLD on his triennial driving retest.

Ten motorcyclists had a social ride on Sunday 7th June covering over 200 miles starting at Lumby Garden Centre and heading to Saltburn-by Sea via Castle Howard and returning via Easingwold. Other motorcyclists in the group carried out Trials riding and I received articles for both these events which are on pages 5 & 9. There was a further weekend ride out for seven group motorcyclists to Norfolk on the last weekend of the month and the article is on page 13. A big thanks to the authors.

I was able to assist RoSPA with an advert to attract new Examiners and as a result, I met up with Claire Patterson and her husband who is also an Advanced Police driver and introduced them to Paul Hughes. Claire should be starting taking tests anytime and you can read about her on page 4. She has now also accepted group Honorary Membership so you may see her at meetings or perhaps she will take your car test. We wish her good luck.

JULY

Paul Bentley was the first to pass his triennial driving test this month with a SILVER, which is a very good achievement. Car Tutor, **Chris Luty**, also passed his first triennial Advanced Driving test and achieved a creditable GOLD. There were several car tests booked with Paul Haigh, but as he was suffering from a knee injury he had to postpone them to August. Motorcycle Tutor **Dave Green** passed the Advanced Tutor triennial retest conducted by Gary Kelsall. Congratulations to them all.

Just six committee members met this month and an issue with conversations on the Motorcycle WhatsApp chat group was discussed at length. This took up a considerable amount of time, resulting in the letter from the chairman on page 14.

Some bad news that Geoff Halpin has decided to give up his role as Deputy Motorcycle Training Officer because of health issues. We wish him well and hope the group can find a replacement soon.

Dual Members pay one RoSPA membership but do have to pay for the second triennial test. Although the group only has two members who are both car and motorcycle active tutors, the committee decided to reimburse them for the second test fee as being a tutor is for the advantage of the group and our members.

The Group meeting this month was a presentation from two members of the Yorkshire Ambulance Service who gave the small group of attendees an insight into "Blue Light" driving and training.

The Motorcycle Open Training day at Otley Garden Centre on Saturday 25th was cancelled due to insufficient numbers. It is important to respond to the WhatsApp message ASAP.

AUGUST

No committee meeting this month for the summer break, but our work does not stop. I have followed up on some tests with RoSPA and can confirm, when a candidate applies for a test, their membership starts on the day of the test. I am also assured candidates are advised to contact a local RoADAR group if it is apparent they have not had any tuition. Those who keep up their annual £40 RoSPA membership are sent a reminder a month before their free triennial retest is due and you should receive an acknowledgement email, so please check your spam folder. If you do book a test it is important you contact RoSPA if you do not hear anything within three weeks.

John Cavalier passed the triennial Advanced Motorcycle Tutor retest and there were several Advanced Car tests. **Nisar Akram** achieved Gold on his initial test and **Jamie Feaviour**, **Chris Hirst** and all **Gillian Johnson** achieved Gold on their triennial retests. **Malcolm Austin** was awarded a creditable Silver on his triennial retest and he said that although his result was disappointing, the comments made at the debrief by the examiner were justified.

THE ROAD AHEAD

Whats coming up...

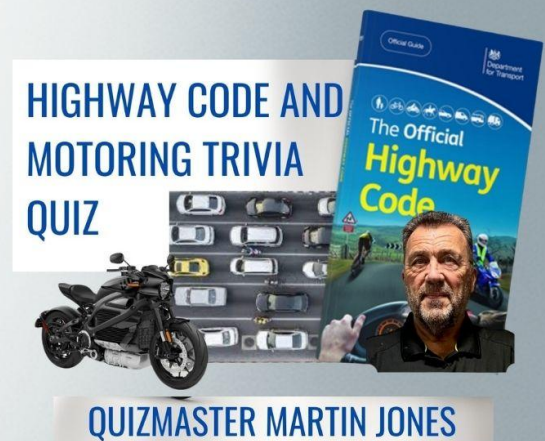
SEPTEMBER

Tuesday 1st 7pm- Committee meeting - Isabella Room, Garforth Miners Welfare Hall.
Saturday 5th - Motorcycle Section Open Training- Lumby Garden Centre
Saturday 12th - Motorcycle Section Open Training - National Coal Mining Museum
Tuesday 15th 8pm- Group Night - Presentation by Jez Hardcastle - Garforth Miners Welfare Hall.
Sunday 20th - Motorcycle Section Social Ride
Saturday 26th - Motorcycle Section Open Training- National Coal Mining Museum



OCTOBER

Tuesday 6th 7pm - Committee meeting - Isabella Room, Garforth Miners Welfare Hall
Saturday 10th - Motorcycle Section Open Training- Otley Garden Centre
Saturday 17th - Motorcycle Section Weekend Social Ride
Tuesday 20th 8pm Group Night - Motoring Trivia and Highway Code Quiz - Garforth Miners Welfare Hall
Saturday 24th - Motorcycle Section Open Training- National Coal Mining Museum
Tuesday 27th 7pm - Car Tutors Meeting- Stanningley Fire Station
Thursday 29th 7pm - Car members open discussion hosted by Mike Bell- Stanningley Fire Station
Saturday 31st - Motorcycle Section Open Training- National Coal Mining Museum



NOVEMBER

Tuesday 3rd 7pm - Committee Meeting - Isabella Room, Garforth Miners Welfare Hall
Saturday 7th - Motorcycle Tutors Meeting
Tuesday 17th - Presidents Address- Kevin Sharp - Garforth Miners Welfare Hall
Thursday 27th 7pm - Car members open discussion hosted by Andy Richardson- Stanningley Fire Station

