



**ROSPA**

**Advanced Drivers  
and Riders  
West Yorkshire**

**Drivers**



**Torque**

**Autumn 2025**

**Issue number 122**

**Meet the Examiner**



**Riders**



## From the Editor

I had some great comments about the last issue. Members appear to be happy to see their articles published. Hopefully the group history shows that TORQUE is not my magazine, but belongs to the group and I am just the caretaker for the time being. I have had offers of articles from items in the press, but I don't want to just re-publish them as there may be copyright issues, but by all means give me your thoughts on any issues in the public domain. My article on page 7 highlights this. Perhaps you are a tutor and can tell us about your journey or maybe you are a new member who has just started or part way through training. I have managed to edit Pippa's article on pages 4 & 5 down by almost half, so if you do send me an article try and make it 500-800 words and don't forget there may be copyright so please send me your own photos.

The hosepipe ban saw me manage a month without washing my car. Just one bucket of soapy water and three watering cans to rinse soon saw it clean. More details about the event advertised on our Facebook page are on page 8, so let Mike Brownlow know by WhatsApp if you will be attending.

I am hoping there will be a good attendance at the Motoring quiz night this month as I have had prizes donated.

Glyn Jones and I gave a presentation in July to a 4x4 group to promote our group. Could you give a presentation at one of our group meetings or know anyone who could? What do you think about the group meetings? If you can help please let myself or a member of the committee know.

[torque@wyg-roadar.org.uk](mailto:torque@wyg-roadar.org.uk)

Our group meetings held on the third or fourth Tuesday of each month at the Miners Welfare Hall, 52 Main Street, Garforth, LS25 1AA.

Tuesday 23rd September 2025—Motoring Quiz with prizes-Martin Jones

Tuesday 21st October 2025—John Taylor SY Police-Collision Investigation

Tuesday 18th November 2025 - Presidents Address

**I am looking for members who attend to write about the presentation. Please let me know if you are able to assist or if you wish to suggest a guest speaker.**

## Autumn 2025



**Martin Jones (Editor)**

[torque@wyg-roadar.org.uk](mailto:torque@wyg-roadar.org.uk)

## 2025 Committee

<b>Chairman</b>	<b>Jon Taylor</b>
<b>Group Secretary</b>	<b>Nigel Storey</b>
<b>Treasurer</b>	<b>Ellen Clayton</b>
<b>Membership Secretary</b>	<b>Chris Luty</b>
<b>Car Training Officer</b>	<b>Mike Bell</b>
<b>Deputy CTO</b>	<b>Martin Jones</b>
<b>Bike Training Officer</b>	<b>Pete Fenlon</b>
<b>Member</b>	<b>Pat Pedley</b>
<b>Member</b>	<b>Peter Stirk</b>
<b>Member</b>	<b>Andy Twaites</b>

**There are vacancies on the committee if you fancy joining us.**

*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.

## Ken Wilson-Tractor to Trainer

This meet the examiner article follows the group invitation of Honorary Membership to Ken Wilson, who I met recently at a group meeting and arranged to interview him. I had a drive out to his neck of the woods to find out a bit more about him and met him at the Tea Barn Yorkshire, just outside Whitley. If you haven't been there, it is worth a visit and the roads are great for practicing bends, limit points and cross-views.

Ken has been a tractor fan since the age of five when he was allowed to drive tractors on the local farm and boasts that by the age of ten, he could competently reverse a tractor and loaded trailer. He worked on local farms until one day he was working in a field alone and realised he would probably never see anyone else all day. Not wanting this solitary life, he decided to join the Police so in January 1970 he became a West Yorkshire Constabulary Police Cadet.



He had passed his driving test in April that year and having saved his £6 a week wages and with a little parental help, he bought an 18-month-old Ford Escort.

He became a Constable in 1972 and was posted to Pudsey which at the time was part of the West Yorkshire area and not classed as Leeds. By 1976 he had applied to become a Traffic Officer and after passing his driving course was a Class 2 Advanced Driver. The force was now West Yorkshire Metropolitan Police, and he was posted to the traffic department in Leeds and based at Belle Vue Road garage. Not a lover of the Leeds area, he managed a transfer to Pontefract Road Traffic within a year covering the M62,

A1 and the local area as part of the Motorway Unit.



Dealing with collisions on the Motorway steered him towards wanting to know more about HGV's and he was fortunate to pass an HGV course run by the police driving school at Crofton. He had to have a refresher every three or four years and in 1982 he was now a Class 1 Advanced driver, and his instructor recommended him to become an instructor. He said this was the hardest course he had ever completed but by 1989 he did become a driving instructor based at Crofton. He started teaching on 3-week short standard driving courses and progressed to instructing on Advanced and HGV driving courses. He also had a month course at Cardington and became a qualified examiner for LGV and PCV.

West Yorkshire Police introduced "Tenure of Post," which meant an officer could only stay in a specialised post for a certain period. It affected many officers, and Ken was one of them, having to move out of the driving school and back to Traffic at Wakefield.

He was only away 18-months before returning as an instructor, where he remained until retirement in April 2002. He did manage to obtain a Certificate of Education during this last spell at driving school. He also had the privilege to have

a day training along with other instructors at Elvington with Sir John Whitmore who was not only a Racing Driver, but also the co-creator of the GROW model of coaching. Ken said he learned more about car handling that day than he had ever done.

As soon as he retired, Ken started his own driving school in the local area with his pupils having tests at Scunthorpe, Pontefract, and York which he ran successfully until 2018. He also taught trailer training.



He has been a RoSPA examiner for about 20 years, but didn't step into it blindly. He first had a RoSPA test with Andy Hamilton, who was an examiner at the time and still an Honorary member of our group. Ken's passion is still tractors, and he owns a lovingly restored 1960 International B275, just like he drove as a youngster (*See front cover*).

Asking about his advice for test candidates, he said they should just be themselves. Although he recognises commentary is not necessary on a test, if it is carried out then don't just make it a list of signs and potential hazards but say what you are going to do about them. Don't worry if you cross your hands or it slips down on the wheel. If you do something that may not be exactly correct, as long as it is part of the driving plan then he can accept it. Ken enjoys his fulfilling role as a RoSPA examiner and hopes to continue for many years to come.





## So you think you want to go to Cuba - Pippa Unwin



For some people holidays involve research, and planning and various discussions with family members, friends, and colleagues to determine where will be the best possible return on your investment – time and money are both precious and holidays are the ultimate distraction from everyday life. Then there's me. My holiday choices are more like throwing a dart at a map and seeing what lands, and one weekend in January it landed in Cuba. As a nineties kid with a poster of Che on my wall and a romanticised view of oversized American muscle cars Cuba seemed like a fabulous idea.

For those that don't know, there are three basic types of motorcycle holidays. The first is you ride yourself (so obviously that was out), or you rent a bike where you're going (also out as it's not strictly legal in Cuba). Second is self-guided, where you pay a tour company a flat rate for a bike with a pre-loaded GPS and pre-booked hotels, so you just navigate yourself. Then finally there is a full-on tour, complete with a guide and a support vehicle so all you really need to do is turn up. From my 5 minutes of googling, I realised Cuba's restrictions meant my only option was a full-on tour, and of those there was a local company running Harleys, or a German company running BMWs. Given I hate Harleys and like dirt the choice was obvious.

I looked at the available dates and I noted some marked with an asterisk which denoted tours that Americans were allowed to join. Due to the continued embargo there are a few hoops they need to jump through to go to Cuba, and once there are restricted to only staying in non-state-run facilities. I felt like two weeks of full on might prove a little taxing, so after 2 minutes of deliberation I chose an asterisk tour.

I also discovered that this same asterisk tour was being advertised on an American site at \$1,000 more ticket price by a company I'd never heard of before. I later discovered this is quite common – 'brown-bagging' – whereby you sell on someone else's tour on your own website and take a cut for the privilege. As it turned out, the other five people on my tour had joined because of this US site, so he had brought the German company five more customers and bagged himself a free tour with a profit of \$1,000 – not bad work if you can get it! For those of you that don't know, I'm well-travelled on two wheels having ridden in many different countries on every single type of holiday so I'm quite confident. I also speak ok Spanish, so I was my usual overly confident self and did absolutely zero additional research.

I had a couple of days in the city and was excited to be there. I had no Cuban pesos (you can't get them in the UK), and very little USD and I assumed I could just use an ATM at the airport. A very helpful lady outside the airport explains I can't - I'll need to go to the exchange. She's trying to explain to me there's no money. I assumed she just meant the ATMs were empty for the night and would get topped up. Turns out, that's not what she meant. I later discovered there is a cash crisis in Cuba, in that, there isn't any. I did not know this at the time, and the rate is not great, so I only take out about \$150. (Big mistake!). At least I can get a taxi to the hotel. As we drive through this baking hot city in the dark my cabbie points out

the long queues of cars – he's speaking in Spanish and I think he's telling me it's for the petrol station, but surely, I must have misheard? Oh no... there is a current gasoline crisis in the country, and fuel supplies are extremely limited. Well, this should be fun.



The morning of the tour I come downstairs and introduce myself. I always enjoy this – biking is still a very male dominated hobby and it's always interesting to me to watch people reactions as I introduce myself. There are six of them, one of me. We go and collect the bikes, have a bit of a ride around an old airfield to get used to the bikes then have a little sightseeing tour of Havana. We only cover about 15kms and stop many times, but the temperature is oppressive, the traffic busy. I go to bed that night realising that there is a reason I tend to avoid type 3 motorcycle tour, but I'm still an eternal optimist and figure if it's really that bad then I'll just leave them to it and meet them back in Havana at the end.

One of the most fascinating things to me when travelling is getting to see national cultures react to situations differently. The 'have a nice day' attitude of the Americans prevails – they might not like something but are quite good at just ignoring it. Brits are more direct. I manage to get into more than one argument with one heinous member, and it made me want to leave the group and strike out on my own, but the fuel crisis and the cash crisis was very real. We had a scout having to find fuel stations we could use each day. Without that I'd have been stranded in no time. As well as long queues at petrol stations in the afternoon sun, the lack of petrol also meant we had to cut days short. We missed all the dirt sections that were planned and there were days we just rode the highways to keep the mileage short. Bleurgh!



Three members of the group were long term friends who I referred to as 'The Jersey Boys,' because yes, they were from Jersey, but they were also a very lovely friend group.



## So you think you want to go to Cuba

- Pippa Unwin

Continued...



Organised tours are never my first choice for holidays, for all the reasons I've said, but the thing is, it was still memorable and still fun. I learned and I laughed as well as being utterly infuriated and somewhat bored. This kind of travel does not suit everyone, but for me, and for the kind of places I want to see and the way I want to see them, it really does tick a lot of boxes.



Cuba was littered with old US muscle cars that looked fabulous and shiny on the outside, but under the bonnet you found a Soviet era power plant held together with rust and leftover tractor parts. That seemed to encapsulate the entire country. Gorgeous weather and lush green landscape, but nobody grows anything except tobacco. The people seemingly so friendly and welcoming, but really, they just want your money. The pride in Che Guevara and the history of the island which masks the seemingly never-ending bitter aftermath. Most nights we ate our food to the gentle hum and toxic smell of a diesel generator.



The electric would often be out for 22 hours a day, so we dressed by the light of our phones and took cold showers. Nothing, and no one, really worked. I've travelled to many third world countries yet never seen anywhere – with so much potential – so absolutely depressed. It was like the entire nation had checked out.

Our guide Roberto was a doctor by trade, which would net him \$20/ month salary. Our 10-day tour of just six people

probably netted him tips of \$600. Our support driver Gilberto, who couldn't speak English but was a fabulous fuel scout, navigator, and mechanic, will have managed the same. There is no other way in Cuba to make money – the government taxes all sales, manufacturing, agriculture, and service to the tune of about 80%. There is no incentive to do anything BUT tourism – and if you can't get in on an official tour then the only way is the back door hustle that you see everywhere you turn. It is absolutely draining.

We spend a day in a beach front hotel, right on the beach. We would have had AC, had there been power. We eat with the sound of the waves lapping on the beach. I feel like this is probably why I'm here. We visit the Bay of Pigs Museum and Che's monument which is rather fabulous. They've made quite an impressive visitor centre, but the football field sized car park is empty. Another sign of troubled times.



We have a night in an all-inclusive resort. My first ever, and possibly my last. It's not for me. Lobster coloured tourists consuming 24 hours a day. The constant hustle of people doing nothing. We visit a beach on one of the days we were meant to be riding off road to a waterfall (on account of the no fuel thing). The guys are having fun but it's not for me. I go for a walk along the beach front with one member of the group and we found a little shack serving the locals. More my vibe but still not feeling the sunbathing day. Breakfast for me is always fruit and coffee. Both are bad.

I'm generally a glass half full kind of gal, but this trip was truly the first time I struggled to find any redeeming features. I'd wanted to visit Cuba since I was a child, and I'm really pleased I've been and met some lovely people on the way. But it was also the most depressing country I have ever visited. I've never wanted to leave a country so much in my life.







this car to experience the last word in Germanic precision engineering. I did hire it to have some fun on a few mountain roads and to run about town on the way to the beach.

So, does it deliver? Well yes, I think it does. This is definitely not a fast car, but it is nice to be driving something naturally aspirated, with a manual gearbox and in which it's a bit of a challenge to maintain momentum. Selecting the correct position, speed and gear has never been so important to enable acceleration at the other end of a mountain turn. Apply The System effectively though and you'll discover a very willing car with loads of grip and a characterful three-cylinder engine note. The steering is a bit lifeless; a Fiesta would be more entertaining in the bends, but overall, the 500 was fun on the mountain bends.

It's been a while since I last drove a FIAT 500 and it must have been nostalgia that led me to tick the 500 box on the car rental menu I was handed by the hotel receptionist. Usually, I like to try and choose something I've not driven before and a Renault Clio at only €5 a day more would have been an objectively better choice. However, I have great memories of driving a 500 around Italy 15 years ago and so ticked a box labelled '500 Hybrid'.



Some document signing later and I was handed the keys to a grey 500, that looked remarkably similar to the Italian example I'd driven all those years ago. Not surprising really as this is essentially the same car. Yes, there is an all new electric 500 on sale, but the petrol and diesel models are still the original 2007 launched 500. That's an impressive model life, and I'm struggling to think of another car on sale in the UK that's been around for as long.

There have been revisions, albeit quite minor ones. The 1.0 mild hybrid is now the only available petrol engine, and I can see that a touchscreen has sprouted from the dash. Climbing in, I realise I'd forgotten how small these cars are, daft as it sounds. The door shuts behind me with a tinny sounding clunk; we're not talking top quality here, but then I didn't hire

It's competent around town too, although we must now address the elephant in the boot, which is that hybrid system. The mild hybrid setup in the 500 is designed to deliver additional economy, which I'm sure it does. However, it also delivers a very irritating nervousness into the transmission at town speeds. Initially I found it difficult to drive smoothly, with small throttle openings accompanied by an underlying and repetitive lurch. Come off the throttle too quickly and you're caught out by the hybrid's braking regeneration which is unpredictable at times and harsh all the time.

Rev matching was an absolute must, and it was imperative to get it right every time. Slightly mis-time the gear change and you'd be rewarded with passenger complaints of car sickness/whiplash. I found the best approach to roundabouts was to perform a perfectly rev-matched down change well in advance and then once negotiated, extend the revs in second gear slightly longer than usual. Do this and the 500 rewarded as an excellent and fun town car. Get it wrong and progress was frustratingly jerky. Hardly an economical approach, but the 500 still returned around 45 mpg over 210 miles, which I'd guess is the flip side to that hybrid setup.

Objectively, a Hyundai i10 or Kia Picanto is a better car nowadays, but I think they lack character against the 500. However, I'd avoid the hybrid setup and go for either the diesel or an older non hybrid petrol. Or... instead of that, I wouldn't mind giving an Abarth 595 (fast Fiat 500) a go. One to think about for a future Torque test drive.



## Going Electric?

# Kia EV9

### Martin Jones



On a bit of a whim, we nearly joined the 4.6% of UK drivers who own a fully electric vehicle – we almost bought a Kia EV9. It's an impressive electric vehicle, and we were genuinely excited. But had it not been the height of summer – and for one small line in the handbook that states you shouldn't tow a caravan until the car has done 1,200 miles – we might have gone ahead. For us, that's around three months of typical driving, and we didn't want to miss the summer touring season with our caravan. After deciding not to go through with the purchase, I did what I probably should have done from the start: I took a deep dive into the Kia EV9, especially its towing abilities and what ownership might look like for us.

The Kia EV9 is a full-size, three-row electric SUV available in rear-wheel and dual-motor all-wheel drive (AWD) configurations. I was only really interested in the AWD models, which offer up to 378 bhp and 516 lb ft of torque as it has a greater capability for towing. The 99.8 kWh battery promises a WLTP range of around 315–330 miles. That's an average of 3.2 miles per kWh. To compare, multiply by 33.7 (EV-to-mpg conversion) gives the equivalent of 108mpg. With ultra-fast DC charging of up to 235 kW it can give an 80% charge in about 24 minutes. This SUV is spacious and flexible with loads of room in the boot behind the third row, and more with the seats folded. It's also received multiple awards, including the 2024 World Car of the Year. Although we currently drive a seven-seater, seating isn't our priority – towing is. Our caravan weighs 1,900 kg.

The AWD GT-Line trims are rated to tow up to 2,250 kg (with a braked trailer), which more than covers our needs. Unbraked trailers are limited to 750 kg. However, real-world towing tests show the range drops significantly – from over 300 solo miles to as little as 115–150 miles per charge. The EV9 stacks up well against my Hyundai Santa Fe in terms of space, comfort, and features.

But the elephant in the room is range – especially while towing. For us, the car is not just about getting from A to B; it's about convenience, holidays, and the freedom to roam. And while EVs are great for the environment, they must also serve our needs.

The Santa Fe has a 17.7-gallon diesel tank with a range of over 680 miles. Solo, I average 40 mpg – costing me just over 15p per mile at £6 for a gallon of premium diesel at Costco. Towing, it drops to 26 mpg or 23p per mile. That's pretty straightforward.

With the EV9, the picture gets murkier. The EV9 has an 11-kW onboard AC charger, meaning public AC chargers above this capacity don't help. A 7-kW home charger (installed at £899) would allow overnight charging using off-peak electricity (1130-0530) from Octopus at 7.5p/kWh. That means a £3.15 overnight charge would add 42 kWh – or around 126 miles – costing 2.5p per mile. That's extremely cheap. However, EV battery management advice recommends not charging below 20% or above 80% to preserve battery life. This effectively gives a usable charge window of just 60% – or around 189–198 miles of range. When towing, that drops to under 100 miles. A trip to Cornwall or South Wales? Far from ideal.

Charging outside the home is also pricier. Home daytime rates are around 25p/kWh, while DC public charging points range wildly – from 65p to 89p per kWh. The faster the charger, the shorter the time but the higher the cost.

I compared five caravan trips we've made this year, all with the diesel tank full at the start so no need to refuel whilst away. Outbound journeys totaled about 310 miles – all within the range of a single home charge. That leg would cost just £15 for electric and £70 for diesel. We would need to charge at least twice while away – to replenish what was used on the outbound journey and for local touring (620 miles total across

the five trips). That's 930 miles needing public charging. With an average charger rate of 77p/kWh it would require 412kWh – costing £317. Add the £15 from home charging and the total for the five trips would be £332. By comparison, using diesel, that same 1240 miles would cost around £233. So, the EV9 would work out more expensive for these trips – but that's not the main concern. The real issue is availability and convenience of charging.

I downloaded Zapmap and Electroverse Apps to check charging options near the five destinations. The results weren't promising. We avoid urban areas and none of the five caravan sites we visited had EV charging. To recharge, we'd have to drive to the nearest town or motorway services – adding more miles and more time to each journey. Longer trips would be even trickier. As towing cuts the range to around 100 miles, we'd need to plan routes carefully, ensuring access to fast chargers. But many chargers aren't drive-through, meaning the caravan would need to be unhitched. On top of that, one-way systems at motorway services could force a detour just to reconnect the caravan.

There are benefits to EV ownership. Fewer moving parts mean less maintenance – no oil changes, fewer brake replacements thanks to regenerative braking, and no exhaust or transmission issues. But for us, the biggest drawbacks are around charging logistics. The low cost of overnight home charging is appealing, but when we're away – often in rural or remote areas – public charging becomes an inconvenient and potentially costly challenge.

The Kia EV9 is a great vehicle and ticks nearly every box in terms of comfort, tech, space, and even towing capacity. But in our case, range while towing, infrastructure limitations, and the inconvenience of public charging make it an impractical choice for now. If you're considering switching to an EV, especially for towing or long-distance travel, do your homework. Download the apps, check charger availability where you plan to go, and invest in a home charger to make use of off-peak rates.

EVs make sense for many drivers – maybe not just yet for caravanners.





## Sunday 28th September 2025

Car Member Mike Brownlow has been kind enough to organise a Sunday drive for Group Members. He tells us, "Over the last 7 years I have organised the DeLacy Motor Club Seven Dales Heritage run. Classes of car are, Vintage, Classic, Modern Sport Cars or anything with four wheels and is road legal. Being Clerk of the Course again earlier this year for the event I thought that maybe some of the car section might like to take part in a re run of my event. For those with motorcycles, bring your car along."

This event is **FREE** with a subsistence contribution for members. It is **NOT** a Rally, so please drive in a sensible manner and be courteous to all other road users. The route is approximately 90 miles with two identified toilet stops on route for the more mature folks to defuel.

## Format for Sunday 28th September 2025

**START LOCATION** Brighton Airfield, Selby, YO8 6DS

<https://explore.osmaps.comlat=53.80301&lon=-0.92335&zoom=12.9383&style=Leisure&type=2d>



 [what3words stocked.barbarian.comply](https://www.what3words.com/stocked.barbarian.comply)

**0930- Arrive at Brighton Air Field "The Real Aeroplane Club"-**  
Cafe open, full breakfasts, butties hot/cold drinks available.

**1015- Drivers briefing**  
(Have a pen handy to note any route amendments)










**1030- Depart**

**1430- Approx return to Brighton Air Field—**  
Cakes, drinks or items on main menu.

The planned route will be given to each competitor in the form of a "Tulip Road book" (Sample opposite for info.) Sounds a bit complicated, but I can assure it's quite a simple way of following a route. I will give anyone instruction how to follow the broad book. Best if there are two in a car.

If you have a mobile phone download a useful App called KCC Tripmeter.

Mike has advertised this event on our Facebook page so could you please respond on there where he will also publish a listing of entrants.

43.00	01.10	39		No Sign Note uneven surface	36.80
43.40	00.40	40		No Sign Onto A18	36.40
45.00	01.60	41		Onto Jaques Bank (Medge Hall. Sign)	34.80
48.40	03.40	42		Onto High Street	31.40
48.50	00.10	43			31.30
48.80	00.30	44		On to Eastoft Road	31.00
51.70	02.90	45		Luddington B1392	28.10
51.80	00.10	46		Onto Washington Hall Lane	28.00
52.90	01.10	47		Leamhouse Farm On Right	26.90



## I AM SAFE Glyn Jones



From the outset of advanced driving and riding tuition, we ask everyone to look at the appendices in Roadcraft and learn the acronym I AM SAFE and more importantly to ensure they use it before driving or riding.

2024 was not the best of years for my wife and me. We attended three funerals in a 12-week period, the last one being a close family member. We supported my sister-in-law through her bereavement, and it was after the funeral whilst sat having a cuppa I started to feel very tired, and I passed out. An ambulance was called, and I was told by the paramedics who attended that my blood pressure had plummeted. I was taken to hospital and after 7 hours in A&E with the usual checks, blood tests and ECG tests I was discharged.

After a few days I was feeling fine and I just got on with life and even took my triennial retest achieving another gold pass. Over a 6-week period my GP organised regular checks of blood pressure and I had to wear a heart monitor. The cardiology department at the hospital gave me the all clear, but I was informed the problem could be neurological and it was therefore my responsibility to inform the DVLA. I did this and the result was my driving licence was suspended for a minimum of six

months.

This came as a blow to me. I had been driving for 59 years almost every day both professionally and for pleasure. I had also been a group approved car tutor with West Yorkshire RoADAR for the last ten years, but I did understand the reason for this decision as I could not honestly say "I AM SAFE" until all the tests were completed and it was confirmed by the doctors that I was fit to drive. I believed I would still be able to tutor as I would be sitting alongside a fully qualified driver, but after speaking to the RoADAR manager, Andy Nixon, at RoSPA headquarters, he said I should refrain from tutoring until my licence suspension has ended. I understood the implications with RoSPA insurance, after all how would it look if I had an episode whilst tutoring a member of the group and I didn't have a valid driving licence.

The neurological tests came back clear, and it was explained that everything leading up to my episode had a large bearing on what had happened to me. Fortunately, I have not had a recurrence of the symptoms since the initial one. At my six-month date I spoke to DVLA and after answering all the questions I was told that I was now safe to drive, and I would receive a letter to confirm this. Having never had to physically return my driving licence, I was relieved to once again get back out onto the road. I did however wait until receiving my confirmation in writing before returning to tutoring.

Thinking back to when I had the "medical

episode," had I been driving and feeling as tired as I did, I would have pulled over to seek help. I realise some drivers may have tried to continue their journey or try to make it to a layby or service area, but this could have had grave consequences. Both my personal life and the circumstances had built up over a period and definitely had an impact on me driving safely so bearing in mind "I AM SAFE," illness, attitude and emotions were all considered. My wife recently found an article in WOMAN magazine promoting this very issue.



I would like to give a big thank you to all the West Yorkshire Group members who supported me over these difficult six months, especially to those car tutors who rightly took advantage of my situation by allowing me to assess both their driving and tutoring abilities ensuring them and their associates were kept safe.

Although driving schools have been around since 1901, the first compulsory driving test was not until 1st June 1935 and cost 7s 6d (37.5p). By the 1950's the cost of the test was 10s (50p), but doubled to £1 in 1959. Car member Sue Speight sent this Driving Lesson Card believed to be from the late 1950's, given to her by a neighbour, showing a lesson cost £1.

Regarding M.O.T. Test, Forget it!  
We arrange it all, so let US worry for you.

During your instructions you will be taken round the Test Area, so you will familiarise yourself with the test procedure.

Know the Highway Code by heart, and put it into practice, with our help and knowledge.

**WOKINGHAM and BRACKNELL**  
School of Motoring Ltd.  
R.A.C. Registered Instructors  
Wokingham 1465 Bracknell 193

**WOKINGHAM & BRACKNELL**  
School of Motoring Limited

Telephone — 9.30 a.m.—5 p.m.  
WOKINGHAM 1465  
Telephone — After 6 p.m.  
BRACKNELL 1934

**R.A.C.**  
Registered Instructors  
Principal — JOHN FEATHERSTONE

All Pupils must be in possession of a current Driving Licence.

Providing 48 hours notice is given, the lesson WILL NOT be forfeited.

To save any embarrassment we would like Fees in advance.

**Dual Controls Fitted**

**TUITION FEES**

1 Hour's Tuition	-	£	1	0	0
6 "	-	5	17	6	
12 "	-	11	15	0	
18 "	-	17	10	0	

**M.O.T. DRIVING TEST**  
Use of School Car including one hours Tuition prior to Test  
£2 0 0

Ring WOKINGHAM 1465—9.30—5 p.m.  
Ring BRACKNELL 1934—after 6 p.m.



## Advanced Drivers and Riders

### RoSPA Advanced Driving Test

#### Advanced Car Tutor Triennial retest

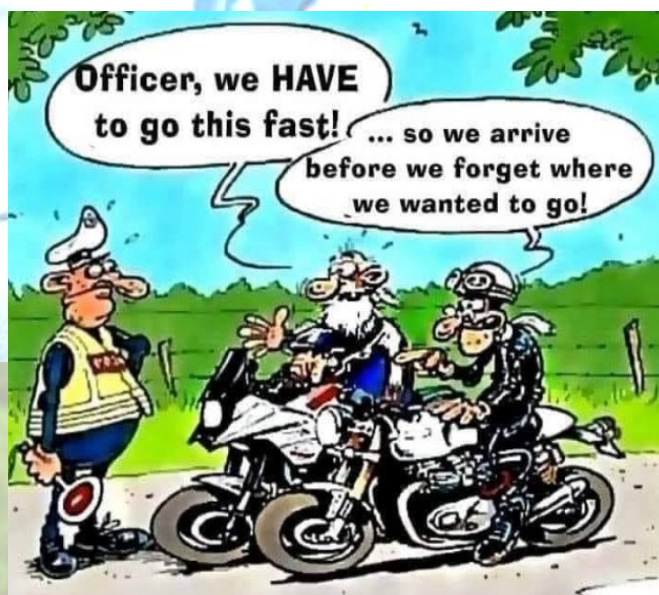
**Peter Stirk**

**Gold**

**Nick Saddington, Colin Fairburn**

**Silver**

**Wajid Hussain**



### RoSPA Advanced Motorcycle Test

#### Level 3 Award-Advanced Rider Coaching

**Geoff Halpin**

#### Advanced Motorcycle Tutor Triennial retest

**Steve Annakin**

**Silver**

**Martyn Sykes**

**Ben Broadley**

**Riders**



### WYG-RoADAR Committee

The committee meeting for June was cancelled as there were insufficient available committee members to hold it and only six members were able to attend the July meeting. As there was no committee meeting planned in August due to the holiday season, a WhatsApp meeting was held.

Our President, Kevin Sharp, is an Honorary member of our group and at the May meeting it was suggested the other examiners in our area could be invited to become Honorary members. They all accepted and Ken Wilson attended our group meeting that month and his story is on page 3. We hope to introduce them to the group at future group meetings and they may even attend tutors meetings.

The observant ones may notice the Bike Training Officer, Dave Green, is missing from the Committee Members list on page 2. Dave has been in the role since 2023, and decided to step down at the end of June. He has been very active during his term of office with tuition, training of new tutors and organising social rides. Pete Fenlon has temporarily stepped up until the end of the year so the group is looking for a new motorcycle training officer. The motorcycle section is a strong part of the group and we don't want it to fizzle out. There are several Advanced Motorcycle Tutors in the group who could step up to the role. Can you assist?

As West Yorkshire RoADAR has been nominated for the Kings Award for Voluntary Service, we were asked to send two representatives to attend a gathering of nominees to Bowcliffe Hall on the 3rd of July. Helen Stapleton and Bob Joyner, two of our longest serving members, represented our group along with other representatives from equally deserving voluntary groups for tea and cakes. The results will be announced on the King's birthday.

RoADAR manager, Andy Nixon, sent an email to the committee stating the current Level 3 award is to be retired and a new version to be piloted in November with a view to launching in the new year.

The committee agreed to pay a subsistence contribution to members attending the planned drive this month (page 8).

#### IMPORTANT REMINDER

**Group Subscriptions run from 1st January to 31st December**