



R^oSPA

**Advanced Drivers
and Riders
West Yorkshire**

Drivers



Torque

Summer 2025

Issue number 121



Riders

From the Editor

Summer 2025

Being an editor of any magazine, newspaper or newsletter is a thankless task when there is nothing to put in it. We have all seen the TV news when very little happens that particular day, so the programme is filled with items that are not really news worthy. Imagine the newsreader having to go out onto the streets and find the news and report on it themselves or the reporter having to write the article and then set about printing and selling the magazine or newspaper. I did just that recently when I attended the motorcycle section open training in an attempt to cajole members into writing articles and it seems to have worked.

I recently acquired almost all the past issues of Torque which were packed with useful articles written by members, examiners, tutors and previous visiting speakers. Every group meeting was written about in detail and the Annual General Meeting was fully reported upon each year. There were letters written to the editor and answered appropriately and some members even created cartoon drawings, puzzles and crosswords to solve. I write articles and try and include photos, as a picture paints a thousand words but please don't just leave it to me. I really enjoyed reading the previous issues and wonder if future members will like reading my version in thirty years time. I usually tell you here what is in the issue, but please read on and think about what you would like to see in it in future and let me know.

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Martin Jones (Editor)

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2025 Committee

Chairman	Jon Taylor
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Car Training Officer	Mike Bell
Deputy CTO	Martin Jones
Bike Training Officer	Dave Green
Deputy BTO	Pete Fenlon
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Member	Andy Twaites

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 17th June 2025—Paul Feather-Operation SNAP

Tuesday 22nd July 2025—Graham Feest-Road Safety Consultant

August 2025 - No meeting

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.

The Committee of West Yorkshire RoADAR is not responsible for any article or letter contained within this newsletter. All views expressed are those of the individual concerned and do not necessarily imply agreement of the committee or of RoADAR. The editor reserves the right to alter or amend any article.

If you have suggestions or items for the committee you can contact the chairman

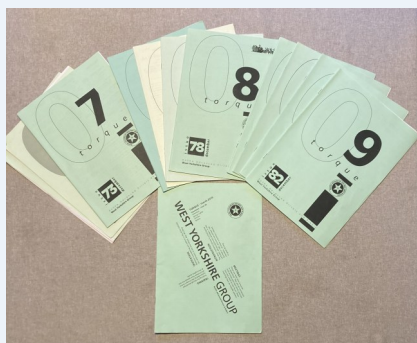
chair@wyg-roadar.org.uk



Check out our group Facebook page, like and share it with your friends and also visit the National RoADAR page.

The history of TORQUE

Martin Jones



I was recently handed a manilla folder by Peter Stirk, who had been clearing out old group documents after leaving his role as treasurer. Inside was a dozen old editions of Torque from March 2007 to March 2010. I had little knowledge of the history of Torque so set about finding out more. One of our first members, Helen Stapleton, loaned me the first fifteen editions and Mike Bell, who I now know is a hoarder, loaned me all he had up to 2011. There were only two issues missing, so if you have 13 or 16, I would like to add them to the collection.

Keith Bamford had been responsible for starting the group and producing the first two newsletters. The first consisting of just a single A4 sheet typed on both sides. By the third newsletter, published in August 1987, the role of editor had been taken over by group member David Falkingham. This was just three pages printed on both sides and they still appeared to have been typed on a typewriter. These three sheets were stapled together with the top corners before being handed to members at the group meetings. The RoADA logo now appeared on the front cover.



There were four issues printed in the first year but only one in April 1988. 1989 through to 1995 saw three issues printed each year and these were now being posted to members.

By issue fourteen from December 1991, the newsletter appears to have been compiled on a computer as the layout became more adventurous and included the articles from members and other sources which were copied into the pages of the newsletter. Issue twenty had the newsletters first black and white photographs. Two side by side photos of a woman pushing a child in a pushchair in front of a car which were supposed to show the drivers view and demonstrate the difference between normal vision and low luminance myopia. The editor had to ask the reader to make allowance for the quality of the photocopier which obviously only printed in black ink. It's know that although David edited and produced the newsletter, the finished publication was taken to Keith to copy on a photocopier leased by the group specifically for the task.

Issue 27, printed in March 1996, saw the newsletter now named TORQUE. Printing also became more regular with issues published every three months in March, June, September and December until 2011. David remained editor until his last issue, number 72 which he published in June 2007. There was no issue in September that year which would have been issue 73. Keith once more took on the role of Editor in December 2007 and produced issue 73, but then missed-out issue 74 as March 1987 became issue 75. Torque now became a folded A3 document with a green outer cover and usually around 22 or 24 pages. Some articles could be as long as five pages with more black and white photographs appearing. It was now printed professionally but was still being posted to members. The last Torque produced by Keith Bamford for the group was issue 89 in September 2011. Keith sadly passed away the following year.

With a four-year gap in the publication of the group newsletter, Geoff Blackburn took on the role of editor of Torque. As a motorcyclist, the articles leaned towards those on two wheels and the absence of

articles written by car members was evident. Using Microsoft publisher, he produced three full colour editions in 2016 and a further three in 2017. These were now professionally printed on glossy paper as an A5 folded booklet with lots of colour photographs. They still had to be put in stamped addressed envelopes and posted out to members at a great cost to the group.



Another year gap and I volunteered to take on the role of editor in 2019. I had no knowledge of any previous editions before I joined the group in 2017. I had only seen the professional job Geoff had made and was so impressed I had submitted two articles which had been published. I wanted to save the group the costs involved, and the committee agreed that Torque could become an email version and printing of it and being posted to members could cease. They have since been published every three months in line with the seasons and emailed to about 200 members and other interested parties such as guest speakers and RoSPA Head Office staff. A few were printed at first and taken to meetings but now they are sent out only by email and are also available on the group website. To date I have edited twenty-five issues of Torque and taken the decision to re-number them to fall in line with those previously published. Therefore, this issue is number 121.

Advanced Towing-Martin Jones

In the Spring edition "From the Editor," I said I would shortly once again be starting my other voluntary job inspecting Certificated sites for the Camping and Caravanning Club. Well, we had our second outing this year at the end of March in fantastic weather for the time of year. I took the photo which is on the front cover and sitting in the caravan on the morning of the 1st of April, I posted it on the group website adding the words, *"I am on my Advanced Towing Course today. If you are interested in achieving this qualification, please message me."* Yes, it was April Fool's Day, and I did catch a few out, so I apologise for that.

However, the new Camping and Caravanning Club manager had phoned me before we set off that week to discuss the area I was to cover and in conversation I told him about my other voluntary role as an Advanced Car Tutor. I could visualise his ears pricking up as he asked me if I was proficient at towing a caravan and I knew what was coming. I have been towing caravans and trailers of various sizes since 1980 when I had an Austin Maxi 1750 HL and towed a Europa four berth caravan. Cars and caravans and motorhomes have come and gone since then, but I told him yes, I am quite proficient at towing caravans. The question I was expecting arrived. *"Would you be interested in being an instructor on our towing courses?"*

I let him down gently and explained, I am retired and already have two voluntary jobs and a part-time job which all take up a lot of my time. I didn't mention the hours I spend editing Torque. Although I have never taken part in one of the courses, I have investigated them. I know they run two different types of course all from their head office in Coventry which they advertised as being run by a team of professional driving instructors. I wondered if this is just a title for their volunteers as I knew it wouldn't be paid work.

The one-day confidence builder course, which involves towing laws and loading and levelling the caravan, manoeuvring though a slalom and reversing in a straight line with an on-road driving session. £180 after £25 member discount. The pitch and progress course is for those who have taken the first course or are already experienced at towing. This involves a three hour one to one session with an instructor with towing on a motorway, dual carriageway and country lanes as well as reversing onto a pitch. £200 after £25 member discount. You must use your own car for the courses.

I can appreciate some people will be apprehensive about towing a caravan, my wife being one of them. Towing a caravan is easy providing you apply the Roadcraft principles. I keep a safety bubble and allow more time and space because of the 1800kg's I have behind my car. I make progress up to the legal limits, not forgetting I am only allowed to do 60mph on a national speed limit motorway or dual carriageway and 50mph on single carriageways. My car is automatic so I will put it in sport mode for better acceleration away from junctions and on inclines, so I don't hold anyone up.

My caravan is 8.2mtrs long and 2.4mtrs wide so I have extra long arms on the towing mirrors to give me the required rear view. I load it correctly, so the nose weight is below the 100kg my car recommends on the tow bar. The cushions are placed in all the cupboards to stop any damages from the contents and preventing anything from inside moving about, so my load is secure. I check the lights on the caravan every time I hitch up and the breakaway cable is connected to the caravan at the same time I connect the electrics.

I believe I am competent at towing, but reversing is another thing. It isn't easy, so bearing in mind Roadcraft, I find another route and avoid it if possible and planning also comes into it. If I must reverse, then I do, but I have a secret weapon, a motor mover. This is an electric motor attached to the caravan chassis fitted behind the wheels which works by remote control. Useful when I take the caravan home. No pushing and shoving, I unhook the caravan and engage the motor mover and reverse it into my drive using the remote control. I have to hold up traffic for a few minutes whilst I carry out the manoeuvre, but car drivers seem to marvel at this caravan moving under its own steam and it annoys the hell out of bus drivers, but I always give them a smile and courteous wave of thanks.



In the previous issues of Torque, I had read a couple of articles written by Anne Rhodes about towing a caravan. I even learned the group purchased a caravan in March 1989 for £150 to use at shows and exhibitions to advertise the group. The caravan was stored in a factory compound at a cost of £6 per month, but as access was limited to when the factory was open, members were asked to keep a lookout for somewhere to store it that was more accessible. Caravan storage on a secure facility now is anything from £400 a year upwards. I store ours at home so save that cost and it is accessible for loading, unloading, charging the battery and switching the fridge on before we go away. It also gives us a spare bedroom when we have visitors. The Guild of Experienced Motorists (GEM) agreed to donate £100 to the group towards the first year of running costs but members were asked to seek sponsorship of £20 for each event. Presumably this was for fuel as they also asked for volunteers who had a vehicle fitted with a towbar to tow it to events.

I wonder if the caravan is still on the list of group assets or does anyone know what happened to it?



Britain's Best-selling Car - Ford Puma

Dave Robertshaw



I'm not the biggest fan of small SUVs. For me, they never seem to offer any additional practicality over the hatchback on which they're derived, they don't handle as well due to a higher centre of gravity, and they have a larger frontal footprint that results in worse fuel efficiency. Where's the gain? However, I feel like a minority of one in this line of thinking as the rest of the UK has gone crazy for small SUVs in recent years. Crazy to the extent that Ford's small SUV, the Puma, has not only seen off the Fiesta, but also been the UK's best-selling new car for the last two years! Not exactly my cup of tea then, but I took the keys of a Ford Puma Titanium with some interest. Just what had I been missing out on?



Things didn't get off to a good start. Thanks to heavy traffic and some irritatingly badly set driver aides, I didn't get on with the Puma at all in my 3-mile run back home. The previous driver had the brake assist set to the most sensitive setting, meaning that my attempts at smooth onward progress and use of acceleration sense always ended with jerky premature braking and the poor Puma pitching back and forth as I tried to regain momentum. The engine sounded noisy and felt unresponsive and I struggled to find a comfortable driving position. Back home, I spent some time setting things up properly, removing the brake and lane assist, getting the seat adjusted to my liking and generally familiarising myself with the car settings menus, which to the Puma's credit, was very easy to navigate. I also discovered that the lane assist can be disabled by pressing a button on the end of the indicator stalk, which made a refreshing change from going through endless touchscreen menus, like in many cars.

I completed my familiarisation process by looking around the Puma in a bit more detail. I noticed some of the welds around the rear wheelarch looked a bit obvious and that the rear doors felt rather tinny. On the upside, the interior was good quality for the sector and the boot wasn't a bad size, albeit not much larger than a Fiesta's. I walked away expecting a rather dull drive, thoughts of what might be in the fridge for tea pushing the Puma from my mind.

Fast forward to an ungodly hour in the morning and I'm ready to head off. I take the first roundabout and... something has changed. The character of the car felt completely different. The steering felt engaging, like I'd expect from a Fiesta or Focus and for the first time it felt like a car that might have some potential. Onto the next roundabout and past the national speed limit signs; I ease the accelerator down and discover the recalcitrant and sluggish engine of yesterday now feels revvy and willing. Plus, it has a sporty three cylinder note when extended. I press on and realise I'm enjoying the car more with every mile, as the Puma continues to reveal its sporty character.

I pick up my colleague from Dodworth and we press on down the M1. He drives a plush Volvo XC40, but is impressed with the Puma's interior and comments positively about its general comfort. The Puma behaves well on the motorway, cruising quietly but with sufficient mid-range performance to accelerate from 50-70mph when required. Not that we're doing that sort of speed as we enter Birmingham, traffic down to a standstill due to a broken Mercedes blocking a lane in one of the city centre tunnels. The Puma's light clutch eases the chore of stop-start urban traffic and it's easily parked in a multi storey thanks to the clear parking aides.

We head back on the A38 up through Derby to vary the route a bit and because I want to try the Puma on some more interesting roads. It continues to impress, that willing engine and deliciously precise gearbox complementing each other in a manner I've not experienced in a manual car for a very long time.

I'll agree, the Puma is a hit. For an enthusiast of not just cars, but driving, the Puma entertained me in the same way that the Fiesta did before it, which is reassuring at a time when a lot of new mainstream cars seem to have had their driver enjoyment dulled in favour of ultimate refinement. However, as I return the keys and have one last look at the Puma, I can't help but think what it might be like if they were to lower it slightly and give it a sleeker front end... perhaps they could call a lower-riding version something else. Fiesta maybe...





From 2008 PSV drivers and from 2009 HGV drivers, must complete 35 hours of training to achieve the Certificate of Professional Competence (CPC), which must be carried out every five years to continue driving commercially. The training consists of either a 7-hour module of classroom or online training or two 3.5-hour modules conducted within 24hrs of each other which is then uploaded to the DVSA Recording and evidencing website and added to until 35 hours of training is achieved.

Accredited training companies deliver the training, and the trainers are required to have the relevant industry and HGV/PSV licences and a minimum of 2 years' experience along with the relevant training qualifications, all of which is vetted and overseen by the DVSA and their in-house auditors.

Classroom courses have a ratio of one trainer to a maximum of twenty-four candidates. Online course conducted via Zoom or Webex have a ratio of one trainer to twenty candidates. The subjects taught are mostly to do with the transport industry, for example EU Drivers hours regulations, Digital Tachographs (in vehicle recording devices that record drivers hours & breaks etc), Safe loading & Unloading, The Highway Code, Health & Safety, Customer Services in the Transport Industry, Bridge strikes and route planning, Alcohol & Drug awareness, First aid (classroom only).

The training subjects are decided by the DVSA & accredited training companies must send their courses to the DVSA to be approved for use. Approved companies tailor their modules around DVSA requirements & policies. Specific courses for drivers delivering dangerous goods and Bus & Coach driver courses can be put forward for DVSA approval.

So, what do HGV drivers and PSV drivers think about having to do this training ?

A lot of drivers are sceptical about the benefits of the CPC, and some consider it just another tax. Self-employed drivers must pay for their own training and employed drivers either get paid or must give up their own time to do courses paid for by their employers. So clearly it isn't always popular, however as a trainer I see this as an opportunity to prove that training is a good thing and a benefit to the drivers, and their families, the companies and other road users.

One of the comments I get from drivers is why don't car drivers or cyclists or motorcyclists have to do this training, and I agree with their point the roads would be a much safer place if all road users attended some form of periodic training.

The CPC changed from December 2024 as modules of 3.5 hrs can be taken as opposed to 7hrs within 24hrs with the requirement for 35hrs remaining. From February 2025 Drivers who let their CPC expire can complete 7 hours of training then start driving again if they complete the balance of the 35 hrs within 12 months. Previously they would have to do 35hrs to return to driving commercially. These changes come under National CPC for drivers who drive only in the UK & NI.

Drivers who drive into or out of Europe nothing will remain unchanged.

So, while in no way perfect I believe the benefits of CPC Training outweigh the minus points. The job of the trainer is to make the training interesting and relevant for all their candidates.

As the saying goes, every day is a school day and I learn something from every course I deliver.

What are your thoughts?



Tyre Grip Trade off—Jon Taylor

Tyre grip is what keeps us upright and our bikes planted to the road, anyone who has ridden on an untreated icy road or off road through mud or sand knows what riding with reduced grip is like. The size of contact patches of our bike's tyres varies slightly between front and back tyres, after considering tyre cross sections, but is roughly the size of your hand. Thinking about the overall weight of the bike and rider, plus cornering forces the contact patch will grow slightly.

The contact patch of the front tyre will also increase with progressive front wheel braking at the cost of losing some of the contact of the rear tyre, in a straight line. Harsh acceleration will make the contact area of the rear tyre greater at the loss of the front tyre. It is all about weight distribution and not let us forget that a motorcycle is at its most stable when it is travelling in a straight line, in an upright position, with its weight distributed evenly on a neutral throttle.

Every rider has their own favourite brand of tyre and myth of which are the best, but now a days most modern tyres are very good in the wet and dry conditions. So, what is tyre grip trade off? Now if we can imagine there is only a

limited amount of tyre grip available say 100% for arguments sake and to counter the cornering forces you need most of this or the bike will slide out towards the apex of the bend. Now add in braking or acceleration, the amount of tyre grip is reduced.

Now each of these actions requires its share of the available tyre grip and anyone who watches motorcycle racing, the result of braking during or late into the corner or getting the power on too quickly, know it does not end well. The trade-off is a sliding scale which shows the amount of grip available being distributed between braking or accelerating and cornering forces. The more you brake or accelerate reduces the grip available for cornering.

Tyre Grip Trade Off

As more tyre grip is used for braking there is less available for steering.

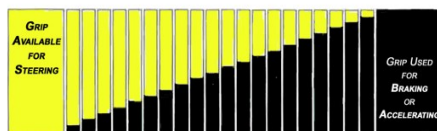


Image from Roadcraft

Things that can also affect tyre grip is badly worn or incorrectly inflated tyres, worn or badly adjusted suspensions and

old tyres as the rubber becomes hard with age. All tyres have a date of manufacture code and any tyre over 10 years old should be changed regardless of condition. These date codes consist of four digits (0324) the first two numbers indicate the week of manufacture, and the second two numbers indicate the year of manufacture, so the code would indicate the tyre was made in the 3rd week of 2024.

We should also not forget the hazards of the road's surfaces that can reduce tyre grip. Spilt fuel, tar banding, road paint and metal covers when wet, pooling of heavy rain etc.

Bike manufacturers keep adding safety features to help us make the most of available tyre grip. Linked brakes, ABS and traction control are some of these features.

So just recapping on the tyre grip trade off, we need to be mindful that there is only a limited amount of tyre grip available, being an advanced rider, we should try to be as smooth as possible, using the system of motorcycle control. Be at the right speed, in the right gear, before entering the corner, having used the information phase, pass through the corner on a positive throttle to maintain a constant speed and accelerate smoothly as we exit the bend.

I realised everyone was downhearted during the Covid Lockdown so I wrote a poem to try and drum up some enthusiasm and make members aware I would organise a Treasure Hunt. I published it in the winter 2020 edition of Torque, so if you can't remember it look at www.wyg-roadar.org.uk/torque

The lockdown seemed to make my suggestion disappear, but the idea stayed with me. I resurrected the idea of having a social event for all our members and I advertised it in the Summer 2022 edition. The event took place on the 10th July and although a success, only seven cars and one motorcycle taking part on a dales drive and culminating at Emmerdale village. I reported the event in the Autumn edition.

The committee agreed to support an event this year so I decided to resurrect my original idea of a treasure hunt. I had sorted both a starting and a finishing venue and organised a £8.50 a head buffet which the committee agreed to subsidise. With a date set as Sunday 29th June 2025, I just needed to know how many would participate, so on 6th March I emailed the information to 171 members who had received Torque, requesting that anyone interested should respond by the end of March to allow me time to plan and drive the route.

Disappointingly, I received just nine responses, and I had to cancel the event with an apology to those who were interested.

Some members do want social events, some motorcyclists like to ride and drink coffee and eat cakes and some car drivers seem to like to drive. I had been warned the car drivers are not a social bunch and although disheartening to me, I must agree. Or maybe members just aren't as enthusiastic as I am. **Editor**





The Hardknott pass and Wrynose pass are hill passes between Eskdale and Ambleside in the Lake District National Park, Cumbria and the most direct route from the central Lake District to West Cumbria. Hardknott shares the title of steepest road in England with Rosedale Chimney Bank in North Yorkshire with a maximum gradient of 1 in 3 (about 33%). It is probably one of the most challenging roads in Britain with a series of hairpin bends which makes visibility difficult in various places, and is often closed in winter due to ice that makes the route impassable for vehicles.

Both Hardknott and Wrynose passes are undoubtedly difficult roads to traverse with any vehicle. Anyone who has used them will probably have a tale of the difficulty they experienced, or how they came across someone else in difficulty; fallen bikers, crashes or stranded vehicles are not uncommon. Having previously ridden the passes myself, I told my pal Paul that it was the most challenging road I have ridden. Paul has a lifelong history on two wheels, and is quite capable on a BMX, mountain bike, pedal bike, enduro and racing on track (running Jamie Whitham days for a living).

I'm an Advanced Motorcycle Tutor with West Yorkshire RoADAR. Both Paul and I are ex fire-fighters and are familiar with assessing and managing risk. For me, the risk of riding motorcycles on the road can be reduced by further training. For Paul, he prefers not to ride on the road, favouring track or enduro biking to keep safe, oh, and parachuting - seriously!

However, talk of a difficult road was like a red rag to a bull for Paul, and doing it on a GS like mine wouldn't cut the mustard. Paul took to making his track bike road legal for the challenge. This involved swapping his sticky racing tyres for road-based tyres, putting the number plate back on and taxing and insuring his bike for road use. I planned a two-day ride. For day one I picked a scenic route from Leeds, through the Yorkshire Dales, the Forest of Bowland and up into the Lake District to ride the pass.

On both Hardknott and Wrynose passes, unsurprisingly, Paul was awesome and made me look somewhat pedestrian. But for me the question never was "could he do it?" it was "would he enjoy it?" Well, he kind of enjoyed the trip, however, he was in so much discomfort plans for day two were abandoned, even after the night's rest. For any non bikers reading this article wondering what the difference between the Suzuki GSXR 1000 sports bike and BMW R1200GS adventure bike are in terms of comfort, here's a quick summary:

1. Riding Position

Sport Bikes: Aggressive, forward-leaning stance. Clip-on handlebars are low, and foot pegs are high/rear-set to improve aerodynamics and cornering.

Touring Bikes: Upright, relaxed position. Handlebars higher, pegs lower, designed to reduce fatigue over long distances.

Effect: On a sport bike wrists, neck, back, and knees bear more strain, especially at low speeds or during long rides.

2. Seat Design

Sport Bikes: Narrow, firm, and minimalist. Designed for short, spirited riding and easy weight transfer (shifting your body from left to right when cornering).

Touring Bikes: Wide, cushioned, and supportive for long hours of comfort.

Effect: The seat on a sport bike can feel hard and cramped, especially over time.

3. Suspension Setup

Sport Bikes: Tighter, stiffer suspension to handle high-speed cornering and quick manoeuvres.

Touring Bikes: Softer, more forgiving suspension tuned for comfort over varied terrain.

Effect: Sport bikes feel harsh over bumps or rough roads.

4. Wind Protection

Sport Bikes: Small windscreen optimized for a tucked position at speed.

Touring Bikes: Large, adjustable windshields designed to block wind while seated upright.

Effect: More wind buffeting and fatigue on sport bikes unless you're in a full race tuck.

5. Convenience and extra comfort options

Sport Bikes: Little to no storage, no creature comforts like heated grips, cruise control, or infotainment.

Touring Bikes: Luggage, comfort features, and electronics aimed at long-distance travel.

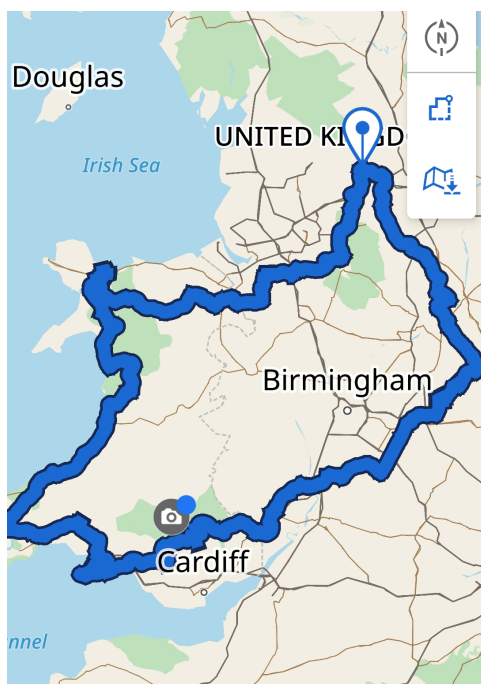


Back to the story, Paul headed for the quickest and straightest route home. Through fear of losing my licence I didn't follow. I continued on day two alone with a route through the Lake District and dropping through the full length of the North Yorkshire Dales incorporating the Tan Hill Inn. The tranquillity of solitude - if you haven't been on a motorcycle trip alone, or even out for the day, you should try it.

In Conclusion, a GSXR 1000 can be competently ridden on Hardknott Pass, and the roads you would ride to get there, you just wouldn't want to. However, you should expose yourself to as many motorcycle experiences as possible to develop your skills. Paul was happy to ride on the road with me as he knew the manner and mood of the ride would keep him safe and legal. I was worried he'd get bored but he's now a road riding convert and is looking for a dual sport type bike for more adventures in comfort.

I'm considering one of his track days to push me out of my comfort zone, probably not going to use my GS though. Maybe a cheap Pan European would make a good track bike. If you've not ridden the passes or any of the Lake District passes, get yourself there this season. The scenery is so beautiful you'll wonder why people go abroad.

Welsh Coast Tour -Richard Hirst



The weather forecast was rather unusual for a RoADAR motorcycle four-day social ride, only five of us on this one - another unusual as on previous social rides numbers are nearer fifteen. Four group members Dave, Tony, David and my self-accompanied by guest rider Graham. A mix of bikes, a KTM 1290, BMW 1250RT, a Honda NT1100 and two BMW GS a 1250 and a 1200.

Meeting at Wooley Edge services the first day saw us heading to our overnight stop at Ross on Wye via Cross Country roads including Rutland, Warwickshire, and the beautiful Cotswolds. Some great stops for morning coffee, lunch and in the afternoon, although pricing for soft drinks was a bit excessive at our afternoon stop on what was the hottest day of the year so far.

Our second day saw us heading for Haverfordwest West via the mountains and valleys of the Rhonda, and then skirting the beautiful Gower coastline, we saw signs for Pendine sand and wondered if any land speed records were happening. Again, three well planned stops kept us fed and watered. Haverfordwest West was new to me, a part of Pembrokeshire I'd never visited and for a Friday night it was quiet too.



On the third day we headed up the Welsh coast again via some mountains and valleys, (*see front cover*) and some beautiful beaches, Cardigan including its bay, Aberystwyth and Barmouth some of the places we visited. Tonight's stop was in Bangor and after a quick visit to the pier (who knew Bangor had a pier) a walk along it which saw us within touching distance of Anglesey we arrived at our hotel.

The final day we took in some more fantastic roads through Snowdonia (aka Eryri) through Cheshire and into the Peak District for our final stop just north of Glossop where we split up and headed home.

Thanks to our leader Dave for organising another cracking trip, and to David, Tony, and Graham for their company. We're hoping Graham will soon be a member, his advanced riding journey will be quite short as his riding was first class. If you've never been on an overnight trip on your bike I can't recommend them enough. To be riding your bike all day with advanced riders is a great learning opportunity.



Advanced Drivers and Riders

RoSPA Advanced Driving Test

Advanced Car Tutor Triennial retest

Mike Suggitt, Martin Jones

Gold

Andrew Twaites, Richard Heyes

James Peckett, Keith Tate

Giles Massey, Colin Barnes

Silver

Mike Brownlow

Drivers

RoSPA Advanced Motorcycle Test

Advanced Motorcycle Tutor

Triennial retest

Mike Suggitt

Gold

John Barnett

Riders



WYG-RoADAR Committee

As reported in the Spring edition of TORQUE, the committee were called upon to supply facts and figures so RoSPA head office could re-accredit the group. Keeping records is easy when the information is supplied, but as a group we don't always get to know who passes the advanced driving or riding test or when or if a group member continues to be a RoSPA member. Having now recently managed to collect RoSPA Membership numbers of all those who have passed the advanced car test for our records, if you can keep your tutor informed it will help us when the next re-accreditation is due.

Membership payments once again caused the group some headaches. When a new member joins the group and pays the £20 subscription we give them Roadcraft and Highway Code, so the group relies on the annual subscription to keep up the running costs. The reasons some members came up with for not paying were unfathomable. Having just read every previous edition of Torque, it is evident this problem has been going on since the group started no matter how many reminders members receive. It is an annual subscription so please pay on time. If you are a Life Member, which is someone with continuous membership of fifteen years or more, then you do not have to pay a subscription. It's worth checking your standing order as some do still pay.

The committee approved some funding for those wishing to attend the Treasure Hunt planned for June but unfortunately this has been cancelled. (see page 7)

After some initial teething problems, the WYG Car Members WhatsApp group is up and running. It is a communication platform between those car members who choose to be members and not part of West Yorkshire RoADAR or RoSPA. Those who choose to use it should make themselves aware of the WhatsApp terms and conditions. Martin Jones and Andy Richardson monitor the activity on the group.

Although new to the committee this year, Chris Luty volunteered to take on the role of Membership Secretary which takes away some responsibilities from both the Chair and Group Secretary.

The group history has been collated and a separate pdf is attached for members.

IMPORTANT REMINDER

Group Subscriptions run from 1st January to 31st December