

Scunthorpe & Grimsby Advanced Motorists

Group No 7080 Charity No. 1063139 April 2023 Edition

Full members - 65; Associate members - 10; Total - 75

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Name: *Croft*
Length: *2.1mi*
Car Days: *Yes*
Bike Days: *Yes*
County: *Yorkshire*
Postcode: *DL2 2PL*
Car - *July 4th 2023*
Bike – *July 5th 2023*



Name: *Blyton Park*
Length: *1.6 mi*
Car Days: *Yes*
Bike Days: *Yes*
County: *Lincolnshire*
Post Code: *DN21 3PE*
Car – *21st August 2023*
Bike – *22nd August 2023*

For more information visit [Skills Days](#) | [IAM RoadSmart](#) | [UK Road Safety Charity](#).

To book a place call 0300 303 1134.

Hi!

I hope you are ok! I'm sure that like me you are pleased the weather is getting a bit better although it is still rather cold as the evening draws in. And the light nights are here! Let's hope the summer is a good one so we can get some planting done in the garden.

Terry Heath had a go at guessing the location on page 7 of the last newsletter – in fact he had several goes at guessing the location but to no avail! The photograph was taken on **Filey Seafront** just down the road from the lifeboat station. We were having a cup of coffee and a bite to eat whilst taking in the lovely view over the sea.



In this edition, there's an Easter recipe for Cupcake Baskets and in the calendar this month there's also one for Hot Cross Buns on page 20. Both would be really good to do with the kids in your family, ready for the Easter break.

At the start of the covid pandemic, rather than having a quarterly newsletter and because we were unable to meet up, the committee decided it would be good to keep in touch with you via a monthly one and we have done this. As the editor and publisher, I really enjoy researching information I thought you might be interested in and putting the newsletter together, which at times has been challenging as I have had so much to include! I do hope you have enjoyed reading through them so far.

However in most editions, I have included various articles most of which asked for either your thoughts or experiences; I have asked for you to get in touch with things you think our members could be interested in and in the last edition, I included a photograph and asked you to have a go at guessing where it was taken. I'm sure you do read the newsletter from cover to cover but it has been very disappointing that hardly anyone has reacted, given feedback or taken the time to send anything for me to include. And now the pandemic is over, we are once more able to meet up at our social nights and enjoy the camaraderie along with the presenters all of which are already arranged for this year.

So...for both reasons after this edition, the next one will be June, followed by August, October and then December. Then next year, the newsletter will be produced and sent out quarterly i.e. March, June, September and December.

I must however, say a **very big thank you**, if *you* have sent me something to include; to **John Wigmore** for all the articles he supplied me with over the last couple of years; to **Terry Heath** for his consistent "well done's"; to **Malcolm Gothard** for saying the current newsletter is the best the group has ever had and last but not least to **my husband** for putting up with me tapping away on my laptop researching and preparing the SAGAM newsletter for you.

Many thanks for reading and I'll let you get on!



Chairman's Chatter

Hi again folks, these months just seem to fly past so quickly, or is it an age thing? Well we've had a few very busy weeks, but good weeks I'm delighted to say. On Saturday March 11th, we broke into a slightly new method of operating and in a new area. For the first time, we used a specially made banner, placed in the location where the MDU was going to be, on this occasion at the Grimsby Garden centre. The banner had the date of the event pre-printed on it, and was proudly displayed about a week and a half before the event. This appeared to be quite a hit as it got four people coming in to the van, at different times, to have a good chat about advanced driving.

I'm absolutely delighted to say, all four have since joined the group, plus another one that we didn't speak to on the day. There really is a lot of preparation that goes into a simple day like that. From picking the MDU up, cleaning and preparing it, re stocking new literature etc. The actual act of towing to the site, manning it returning it etc etc. This time there was quite a bit of follow up work going on as well processing our new found friends. All this considered, I think it really just makes us all have a big smile on our faces by having 5 new members as a result of all these efforts. Well worth it. Thanks to the whole team for their help. Our next outing will be at Sainsbury's store in Scunthorpe, on April 22nd from 09-30 to 4-30. So, if you want to help please let me know. Basically for MDU outing we want observers or people very

much in the know of how our group works. Other ways you could help can be just simple little things telling friends etc. anything and everything helps. Thank you for your continued support. Drive safely....

Ooh - Sorry, I nearly forgot. The next social is on Wednesday 26th April. It's the AGM at 7-30 then at 8-ish it's John Cameron Senior Air Traffic controller at Humberside airport - A night not to be missed.

Kind regards,

Terry Heath

Chairman & N.O.

S.A.G.A.M

E terryheath@sky.com

M 07831 377 171

SUPPORT YOUR FAMILY & FRIENDS TO BECOME AN ADVANCED DRIVER

To receive your application form please send your name and contact details along with your payment to:

Mr M Gothard

Cheques should be made payable to: IAM RoadSmart

7, West Green

Messingham

For more information contact: Terry Heath on:

North Lincs

01652 655601 or visit our website

DN17 3QT

www.scunthorpegrimsbyadvancedmotorists.org

**Tell your friends and family now, for them to take advantage of our current offer
at the subsidised price of £95.00**

Chief Observer Report

Hello SAGAM group members. Welcome to the latest news from your Observer team.

We have had a great month, including an outing to pastures new with our MDU. Having taken a couple of trips prospecting for sites, on Saturday 11th March we hitched up the MDU and headed for Grimsby to our planned site beside the A46 at the Grimsby end of Laceby by-pass. It was a lovely, cold but sunny morning as we set up and got the flag flying. Our new banner was up and displaying our offer of free assessment drives. As the day unfolded, interest was shown and our first "customer" arrived, keen to know what we were about. After having explained that we trying to build interest after our successful merger with the Grimsby group, our aim was to rebuild the member base there. The gentleman was then keen to have an assessment drive so, after a short briefing off we went. He was obviously enjoying the experience and taking on board small driving tips as we went along. We arrived back at the MDU after about 30 minutes and after a short debrief he agreed to take our brochure and joining details, should he need them. The same courtesy was extended to another chap later on who left with the same literature. Later on, a couple on their way to the garden centre nearby, called across to say they would be back in around half an hour or so. True to their word, they came back and although there was no assessment drive, they both joined our group there and then. Thank you all so much and we hope that you will enjoy your Advanced Driving course with us. To make our day complete, we have since learned that the previous two gentlemen have also signed up too! Welcome to all four and thank you so much for letting us become part of your driving lives. Separately to this we have another new associate joined, also from the Grimsby area so welcome to you too. I have purposely not named anyone in this article, although the official welcome with names will appear elsewhere in the either this newsletter or the May issue. Updates of Associate numbers and status are as follows: We have six associates taking our ADC course all at different stages. One new IAM RoadSmart Fellows pass. One postponed until a later date and one cancelled due to other reasons. Our four remaining Local Observers are awaiting training to National Observer status and have or are being, paired with their mentor observers at time of writing. Details all correct early March 2023. As you can see, we have had an exciting month and we hope you have enjoyed and are encouraged by this article. Finally, our next Observer Team meeting via Zoom, will be held on Tuesday 2nd May subject to confirmation which will follow over the next few weeks. On behalf of your Observer Team, thanks for reading our update and we wish you safe driving as always.

Paul Cassell. Chief Observer.

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The views and opinions expressed in this newsletter are those of the individual writers and not necessarily of IAM RoadSmart, nor the Scunthorpe and Grimsby group.

SOCIAL MEETINGS

The following are dates for our 2023 Social Meetings: Redbourne Club, Scunthorpe

April 26th - AGM & Speaker John Cameron from Humberside Airport 7.30 pm start
June 28th
August 23rd October 25th.

NEXT ISSUE

June

2023

If you have any articles, photographs or anything you feel may be of interest for the June edition, please feel free to email me at

publicity@scunthorpegrimsbyadvancedmotorists.org

no later than

15th June please.

Scunthorpe & Grimsby Advanced Motorists
Find us here:



[WEBSITE](#)



Scunthorpe and Grimsby
Advanced Motorists



@SAGAM

Committee Meeting Dates for 2023 are:

12th April, 10th May, 14th June, 12th July, 9th August, 13th September, 11th October, 8th November, 13th December **PLEASE NOTE:** Meetings are to be held via Zoom until further notice.

Observer Team Meeting – 2nd May 2023 (tbc) via Zoom

Our MDU is out on the following dates in 2023:

22nd April 17th June 12th August 7th October

We will warmly welcome nominations for anyone who would like to join our committee

Please see the nomination form on page 24

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Last month, we looked at how to keep your mobile phone safe from theft. This month, we look at how to keep your car safe.

Prevent Theft from your Vehicle

Having your car broken into and losing your things to thieves can be very distressing. Here are a few simple steps you can take to keep your vehicle, and what's in it, safe.

1. Always lock it

Fuelling up or popping back into your house to get something are perfect examples of how easy it is to turn your back for a moment and forget your vehicle is unsecured. So get into the habit of locking your vehicle even if you're only going to be away from it for a moment. If your vehicle has wing mirrors that fold in automatically when locked, make sure you lock it properly. Criminal gangs are looking for vehicles like these where the wing mirrors are still out because it is clear to them that the vehicle has been left unlocked.

2. Close windows and the sun roof to prevent 'fishing'

Leaving windows and the sunroof open invites fishing for items through the gap by hand or with, say, a bent coat hanger, which could also be used to unlock a door for them to get in. Thieves can be ingenious. Don't give them the opportunity.

3. Secure your number plates with tamper-resistant screws

The easiest way to change the identity of a stolen vehicle or avoid speeding tickets and parking tickets is to fit stolen number plates. Using security screws to attach your vehicle's number plates makes it harder for thieves to get your number.

4. Fit locking, anti-tamper wheel nuts to secure alloy wheels

Stolen wheels are valuable, either as parts or for their scrap value. Using locking wheel nuts reduces the risk of your vehicle's wheels being stolen.

5. Secure anything that's on the outside of your vehicle

Anything left on roof-racks, tailgate racks, holiday top boxes or in tool chests are easily stolen when the vehicle is parked. The use of cable locks, padlocks and self-locking tools chests, which are secured to the vehicle, makes them more secure, but still, don't leave things in them if you can avoid it.

6. Take it with you or hide it

Your mobile phone, coins for the car park, sunglasses, packs of medication or other items that can earn quick cash are irresistible to the opportunist thief. Remember, the cost of replacing a window is often much more than that of what's stolen. And it should go without saying that wallets, handbags, purses and credit cards should never be left in an unattended vehicle.

7. Hide electrical items and leave no clues

Leaving sat nav mounts, suction cup marks on windows or cables on view gives it away that you have left a Sat Nav, smartphone or other device in your car. Even if they can't see the Sat Nav or iPad they might still break in to see if it's stored in the car, out of sight.

8. Tool theft from vans

Vans are often targeted by thieves for the tools stored inside. If you have to leave tools in a van overnight, it's a good idea to mark them clearly with your name / company name and address using

paint pens and seal with a clear lacquer spray. Alternatively, you can use a variety of other property marking systems. Items that are clearly marked are less desirable and more difficult to sell on. Consider using a lockable cabinet within your van to store tools – a number of security rated products are available. Small cameras are also designed to record inside vehicles. Visit [Secured by Design](#) for more details. You can also take photographs of items of value, make a note of the serial numbers and consider registering them online at a property register site.

9. Park in well-lit and busier areas

It can take less than 30 seconds to break into a vehicle. Parking in well-lit areas and busy streets increases the chances of a thief being seen, so they'll probably steer clear.

10. Take your documents with you

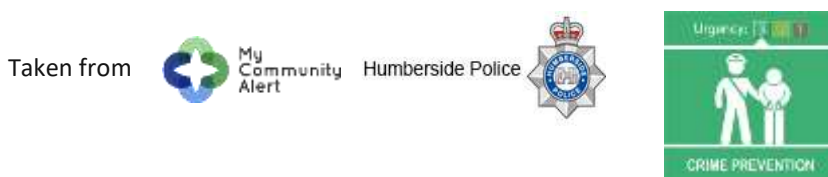
Having a vehicle's registration and insurance documents could let a thief pretend to be the owner. Which means they could sell it on quite easily. So, never leave any documents in the vehicle.

11. Choose your car park wisely

If possible, always try to park in well-lit and staffed car parks or those with a Park Mark safer parking award. To find one, simply check out [Park Mark](#).

Catalytic converter theft

The precious metal in catalytic converters has led to an increase in their theft. Find out what [catalytic converter theft](#) is and what you can do about it.



Our partner, North-East Lincolnshire Council have posted the following article on their website on 28th March 2023. I would like to share this information and crime prevention advice with you and I hope that you will share it with your family, friends, neighbours and social media.

As the nights get lighter and the weather gets warmer, plenty of people will be wanting to spruce up their garden and get jobs done that have been adding up on their to-do list over the winter months.

But don't get caught out by cold callers who offer to tidy up your gardens, jet wash your driveways and patios, or clear your gutters ready for the summer.

A report has been made to North East Lincolnshire Council's Trading Standards team after an unscrupulous trader targeted an elderly resident by demanding £2,500 to power wash their driveway. Thankfully, the resident knew what was happening and cancelled the job before work could begin.

Trading Standards officers are urging people to report doorstep callers offering to carry out work on homes, gardens, and business premises, and reminded to remain vigilant and report any sightings of suspected rogue traders in the area.

They target the vulnerable and the elderly and overcharge for doing very little work, and in most cases, leave the victim having to find a reputable trader to put right what they have done. They defraud victims through pressure selling. Often offering substantial reductions to start the work there and then, breaching the victim's legal rights of a cooling off period. They then escalate the price once work has started.

After carrying out work such as cutting back trees, they charge to take the waste away and then dump it illegally. You could be liable if unlicensed traders dump anything from your property.

While cold calling is not illegal, it may be that the trader isn't all they seem and may even be committing a criminal offence.

Residents have the right to choose if they want uninvited callers to their home.

People can report cold callers to Citizens Advice consumer helpline on 0808 223 1133.

Trading Standards advice if you need work carrying out:

Get a number of quotes from traders known to you, family or friends

Do not answer the door to traders you do not know or have not asked to visit

Display a notice to deter cold callers

People can report cold callers to Citizens Advice consumer helpline on **0808 223 1133**.

Fraudsters also often use social media sites to trick people into parting with their money or personal details.

Posts can include investment opportunities, to items and services for sale.

Entering into a contract with anyone on social media is not advised due to the impermanent nature of it.

Anyone who has access to a phone or laptop can set up a fake name and address. The advice on checking into companies, asking for examples of work, still apply.

For more advice on this or to report a fraud, visit www.actionfraud.police.uk/ - external site

Info from 

New Video Resources



Have you seen our new course videos? We've recently published a suite of new videos on the course pages on the website and on social media. Those involved in the filming are members, employees or people who have recently completed a course. In our latest blog post you can get to know them a little better and discover their journey with IAM RoadSmart.

We'd love for you to share the videos on our social media channels!



Meet Susan

Susan is IAM RoadSmart's Executive Assistant and Office Manager, who recently took her Advanced Driver test. Driving for 21 years and having always loved cars, Susan was keen to rid her driving of any bad habits and fine tune her skills. Susan did exactly this and passed her course with a F1RST!

Watch Susan in the Advanced Driver video [here](#).



Meet Jill - Soon after completing her Advanced Driver course, Jill took the next steps in her IAM RoadSmart journey and trained to become an Observer, gaining her Master's qualification. Jill enjoys the freedom that driving gives you, and the ability to travel and explore without having to rely on other forms of transport. Watch Jill in the Advanced Driver video [here](#).



Meet Alex

Alex embarked on his Advanced Driving journey a few years ago passing with a F1RST. Alex then went on to become an Observer with his first two associates passing with a F1RST! He then went on to take his Master's course, where he received a distinction. All in the space of a year! Watch Alex in the Advanced Driver video [here](#).

Ayup - wot do we ave ere then?

If anyone is from Yorkshire like me, you will understand these road signs. If not do you know what they say?



Many thanks to Terry Heath for supplying the above



IAM has teamed up with APH and has the following offer:

AIRPORT PARKING & HOTELS: Save up to 15% on airport parking



Established in 1980, APH – Airport Parking & Hotels Ltd – is one of the largest providers of airport parking and has won the coveted award for ‘Best Airport Parking Provider’ at the British Travel Awards for the last 11 years. It owns and acts as a booking agent for over 150 other parking options at airports throughout the UK.

Airport Parking & Hotels

Choose the type of parking that suits your needs when you’re flying away for business or pleasure: try on-airport parking for convenience; off-airport parking for value; or Meet & Greet for the VIP touch.

As an IAM RoadSmart member you automatically receive the following discounts off parking, hotels and lounges at airports throughout the UK:

- Up to 15% off car parks at airports throughout the UK
- Up to 10% off airport hotel and parking packages
- Up to 10% off airport lounge

Redeeming your offer;

To book online, simply go to www.partners.aph.com/iam. The prices shown will have the relevant discount automatically applied.

TERMS AND CONDITIONS: Standard Terms and Conditions apply. See www.partners.aph.com/iam/terms-and-conditions. Offer open ended. * New, Personal based Roadside only on a monthly contract.



Tip of the Month – Cost of Living & Saving Yourself Money

Throughout the cost of living crisis, we know how expensive owning a vehicle can be. High fuel prices, maintenance and unexpected damage all play a part. IAM have put together some tips and advice on how to keep the costs down as much as possible. They understand that their simple hints and tips won’t offset the cost of potentially thousands of pounds worth of vehicle repairs. However, over time they can help to ease the cost of day to day motoring.

Saving Yourself Money

With high fuel prices, MOT, tax, regular maintenance, and unexpected repair costs, IAM RoadSmart knows how expensive owning a car can get – and, in these uncertain times, many drivers are looking for ways to cut their motoring costs.

Petrol and diesel prices may have fallen in December, but groceries and energy prices are still on the rise. Despite the spiralling costs, there are numerous things you can do to cut down the amount you are spending on your motoring.

Shop around for fuel

The cheapest fuel is typically found at Supermarkets. Some newer cars allow you to see the price of petrol on your infotainment screen, but you can also find out which petrol stations offer the cheapest fuel by using websites such as confused.com. It is also worth remembering to scan those loyalty cards because the more you build up your points, the more money-off vouchers you’ll receive.

Keep your vehicle well maintained

Motorists could be saving themselves a small fortune by carrying out regular maintenance checks at home, with simple things such as checking oil and coolant levels, ensuring lights are working and making sure the tyre pressure and tread depth is safe before setting off on your journey.

Think about the way you drive.

Driving smoothly and steadily is key to maximising your car's fuel efficiency. Avoid harsh acceleration and braking as these burn more fuel and try to anticipate what the traffic around you is going to do to help maintain a steady speed.

Clear out the clutter

Ditch unnecessary weight and drag, such as bike racks and roof bars, and clear out any clutter that's weighing your car down. The same also applies to any misshapen and ill-fitting bodywork. Open windows can also cause significant drag, so when travelling at higher speeds it can be more economical to use the air conditioning to keep cool.

Shop around for car insurance

Car insurance, particularly for younger drivers, can be one of the biggest costs when it comes to driving. When receiving a quote, try to haggle with your provider to reduce your overall costs.

Check your tyre pressure

Make sure your tyres are at the correct pressure as stated in the car's manual. Underinflated tyres develop more rolling resistance than correctly inflated tyres, so you will have to work your engine slightly harder when there isn't enough air in them. An incorrectly inflated tyre will also affect your car's braking performance and is likely to wear prematurely or unevenly, meaning you will need to change them more often.



Laughter is still the best medicine.....

What happens to a frog's car when it breaks down? It gets toad away.



Why are hairdressers never late for work? Because they know all the short cuts!

Why don't Calculus majors throw house parties? Because you should never drink and derive.



Husband: "Honey, the neighbour is washing the car with his son again!" Wife: "Poor kid! Go over there and tell him to use a sponge instead."

Did you know Teslas don't have that new car smell? They have more of an Elon Musk

What kind of cars do cooks drive? Chef-rollets.



SCRUMMY yummy

SANDWICH SHOP

278, Pelham Road, Immingham, North East Lincolnshire



We are a small family run business, serving the whole of Immingham and surrounding areas including the Docks, Offices and Households. All our food is home cooked and freshly prepared daily, making for a very busy environment!

Our delicious, Scrummy Yummy Steak Pie is well known throughout the area and beyond and our Sunday dinners are so yummy and so in demand! Our staff and products were featured on Estuary TV and latterly noted by Compass FM in 2018 as one of the best.



Why not come and try us for yourself?

Call 01469 577172 or have a look at our website at

www.scrummyyummy.net



Mmmmmmm....Have you been Scrummy'd yet?

Did You Know? – Battery Coke and the Humber Refinery

This article might be a little bit disjointed as most of it goes straight over my head however I thought it would be really interesting to find out what the batteries for electric cars are made from. I have tried to research enough for it to be interesting, so please carry on reading.

Phillips 66 in Immingham, is a global supplier of speciality graphite coke in the electric vehicle manufacturing chain, and they are looking at ways that they can support the development of a U.K.-based EV supply chain. The Humber Refinery is the only European facility producing battery anode coke, which forms a critical component for lithium-ion batteries used in EV's and in consumer electronics.

Their current production of battery anode coke is sufficient for batteries for placing 1.3 million EVs on the road every year, and they are developing multiple projects to expand this capability.

By 2024, all U.K. and EU-produced EVs are required to have at least 55% of the vehicle content by value produced domestically. Phillips 66 Limited is actively working to support this through its work with the Advanced Propulsion Centre by conducting a feasibility study into building a battery anode production facility and battery recycling capability in the U.K.

Petroleum coke is used more and more in daily life. It is used as a variety of materials in some of our daily-use products, and now it is used as a new material for lithium batteries.

The lithium-ion battery is a kind of energy storage equipment that can be recycled, also known as a lithium-ion secondary battery, which consists of positive, negative, diaphragm, and electrolyte systems. The characteristics of this battery are that compared with other primary batteries, the energy density is high, there is no memory effect and low self-discharge. The aggregate of negative material of lithium-ion batteries is mainly divided into artificial graphite and natural graphite. The raw materials of artificial graphite are mainly oil series and coal series needle coke.

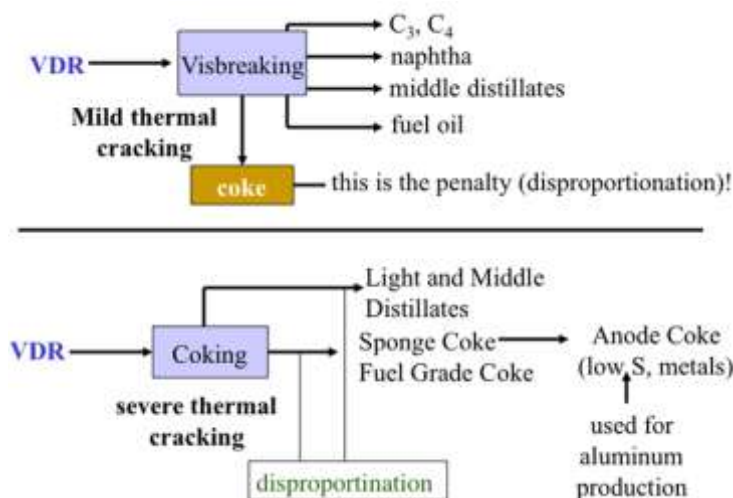
Sony commercialized the lithium-ion battery anode material as petroleum coke material. The high-quality petroleum coke represented by needle-shaped petroleum coke has a series of advantages, such as low

thermal expansion coefficient, low void, low sulfur, low ash content, low metal content, high conductivity, and easy graphitization, etc., so it is regarded as a high-quality anode material for lithium-ion battery. High-quality petroleum coke (needle) is used in the anode materials of lithium-ion batteries. It is generally necessary to purify, crush and screen the particle size, graphitize and surface modification. The whole process is long, and the final effect has more influencing factors. The most concerning issues are:

- (1) The mechanism of the structure of carbon material changing with temperature;
- (2) The relationship between the properties of the negative electrode and the structure of carbon material;
- (3) Is there suitable carbon material to meet the demand of negative electrode material of power lithium-ion battery?



My neighbour is a scientist (chemistry) and as such has provided me with the following diagram regarding how the coke is made. Many thanks to him for helping me out!



As I understand it, the resulting high grade anode coke is then taken through another process which allows the material to become suitable for the batteries which are put into electric cars.

So where does all this take place? – Read on to find out: You’ll be surprised how close we live to the future of electric cars and their batteries amongst other things.....



From the outside, the Humber Refinery does not look like a part of Britain's green future - and that's putting it mildly. This is the very image of the country's fossil fuel industry, a mammoth plant that churns out petrol, aviation fuel and other such products. It is a spaghetti junction of pipes - thousands of miles of shiny steel tubes snaking from canister to tank and back again. The unexpected solution to saving the planet

Everywhere you look there are chimneys belching steam and fumes, others occasionally flaring with flames that light the winter sky.

The air is thick with the acrid whiff of hydrocarbons, the ground black with carbon soot. It looks and smells like a vision of the very thing we're trying to escape.

But here's the thing. This refinery - chimneys, flares, carbon emissions and all - is actually a crucial part of our escape route. If we are to eliminate carbon emissions in this country it will be partly thanks to what happens in this place. Perhaps that seems implausible - sacrilegious even - but it is also the practical reality of confronting climate change. For it turns out the route to net zero is far more complex and nuanced than many might have you believe.

Eliminating greenhouse gas emissions will almost certainly mean doing much of the stuff you're doubtless familiar with: planting more forests and sequestering more carbon; weaning ourselves off fossil fuels for

electricity; recycling more - a lot more; using renewable power and electric cars; reducing our demand for energy by insulating our homes and improving the efficiency of industrial processes.

But it will also feature aspects we might be a little less comfortable with: digging vast quantities of stuff out of the ground, racing to secure resources before other countries do; and relying on oil refineries like this, both in the short term and potentially the long term too. If this might all sound a little unsettling then it's primarily because when it comes to net zero and how we get there, there are actually two versions of the story: the one the politicians like to talk about and then the one they prefer not to mention. This is about the second version of the story.

But before we get to that, let's sneak a peek at that other, more acceptable story.

Britishvolt - the gigafactory in Blyth

Just over a hundred miles north of the Humber Refinery is the town of Blyth. Here on the glorious Northumberland coast, at a site which was once the coal store for a now defunct power station, work is under way on one of the most important projects in contemporary UK industrial history.

This is the site where Britishvolt, a battery startup, is building its gigafactory. Precisely what constitutes a gigafactory is one of those questions without a very clear answer (especially since it's originally a kind of branding term coined by the mercurial entrepreneur Elon Musk) but in broad terms it means a very big battery factory. At this stage it's worth noting three important principles when it comes to the green



energy transition.

1. The first is that we are unlikely ever to eliminate greenhouse gas emissions without making a staggering number of batteries. We need batteries for energy storage to counter the inherent intermittency of renewable power sources like wind and solar. We'll need them for our homes. Most of all, we'll need them for our cars. 2. The second principle is that the onset of the electrical age turns the industrial hierarchy of the car business on its head. In the internal combustion engine era - which is to

say the past century and a bit - the single most important part of a car was its engine. But in the electric era the most valuable part of a car is likely to be the battery. 3. The third and final principle comes back to Brexit. In four years' time, impending trade rules will change the definition of what constitutes something that, for the purposes of tariffs and quotas, is "made in the UK".

These "Rules of Origin" dictate that by 2027 at least 55% of a finished car's value must be derived from either the UK or the EU, or the car may face significantly higher export tariffs. Given the battery is the most valuable part of an electric car, it is suddenly all-important to make them locally.

All of which is why there is so much focus on Britishvolt. Ministers, including Business Secretary Kwasi Kwarteng, have lavished this place with attention and publicity, heralding it as the saviour for the British motor industry, and a symbol of this country's green potential. It's worth noting that the factory here will not be the only such plant in the UK. Chinese battery maker Envision already produces a significant number of batteries for Nissan (currently just under two gigawatt hours (GWh) a year) in its Sunderland factory. It has pledged to increase that to as much as 38 GWh.

Those batteries are committed to Nissan but the Britishvolt plant, which aims to produce 30 GWh, will make batteries for various other firms on contract.

Put those two plants together and the UK would be two thirds of the way towards the likely target of the roughly 90 GWh battery production it needs to replace internal combustion engine manufacture for the domestic car industry.

Government insiders tell me they anticipate one or perhaps two more big announcements in the coming months, most notably Jaguar Land Rover's Gigafactory decision. A series of new carmakers have been engaged for talks, including Tesla (which has already staked its main European base in Germany but is considering smaller factories), Rivian, Polestar and Canoo.

Local authorities and regional board around the country are pitching plans for gigafactories. Some are more serious than others. But there are two problems.

The first is that Britishvolt remains a new, untested company, attempting to take on an Asian industry which has successfully dominated the sector for years. Only last year Johnson Matthey, the catalyst specialist which was until then one of the great hopes of the UK's nascent cell sector, abruptly pulled out of its plans to make

battery materials. In other words, turning these promises into reality remains difficult. Nor is it obvious that the UK's battery ambitions are ambitious enough. According to a dossier of figures submitted privately to the Department for Business, Energy and Industrial Strategy and seen by Sky News, gigafactory capacity is forecast to be barely half the needed level by the end of the decade. The data, from Benchmark Mineral Intelligence, one of the world's leading authorities on the battery industry and a member of the BEIS Critical Minerals Expert Committee, shows that by 2030, the year the government plans to ban the sale of internal combustion engine cars, it will have just short of 70 GWh of battery production, but that it should be targeting 175 GWh if it is to retain car production.

This latter target is also nearly double the government's informal target of 90 GWh.

The second problem is that it's all very well building a battery factory but that factory will need tonnes of raw materials out of which its batteries will be made. And there is a race under way to secure those materials - a race the UK is only now joining, years after the EU and US.

A fully electric, as well as a hybrid vehicle could be fitted with the type of battery seen to the right.



How are electric batteries for day to day items made?

The electrochemistry of batteries is a fascinating and complex topic, so much so that it still baffles many in the industry. Nonetheless it is worth pondering what's going on inside a battery, since it is at heart about the interplay of certain very special elements.

At its simplest, a battery is composed of two main components: a cathode and an anode. In the case of a lithium ion battery, the lithium is mostly to be found in the cathode where it and a few other ingredients, most often cobalt and nickel, are powder-coated on to aluminium foil and rolled into a canister or layered in a kind of pouch.

The ingredients differ from battery to battery. In some, especially smartphone batteries, levels of cobalt are comparatively high. But since most of the world's cobalt comes from the Democratic Republic of Congo, where enormous questions remain about mining conditions and human rights, battery makers have been gradually reducing the quantity in their batteries.

In some battery chemistries - especially in those produced in China - there is no cobalt at all. But there is no escaping the need for lithium. This is because the lithium is the active ingredient in the electrochemical cadence underlying these cells. When the battery is charging up, lithium ions, which is to say electrically-charged atoms, move from the cathode to the anode, which is usually copper foil coated with graphite. When the battery discharges, they move back from the anode to the cathode.

This is all happening beneath the surface of your battery, which is to say that even if you could peer inside it you wouldn't see the lithium atoms moving. However if you looked very closely indeed what you might detect is that as the battery charges the size of the anode increases ever so slightly, as the lithium ions migrate and nestle into the atomic structure provided by the graphite.

This is, of course, a gross simplification since there is plenty else going on besides: there is a liquid electrolyte which also contains lithium and a separator, generally a kind of plastic, which keeps the cathode and anode apart. But if you remember one thing about the life of a battery, remember this rhythm: lithium ions traversing from one side to the other and then back again.

This electrochemical reaction was first discovered in 1980 by a team at Oxford University led by American chemist John B Goodenough. There is a blue hexagonal plaque commemorating the discovery on the side of the Inorganic Chemistry Laboratory just off the Parks Road in Oxford. Yet while the lithium ion battery was invented in the UK, the task of commercialising and mass producing them was taken up in the 1990s by Sony, which needed new rechargeable batteries for its camcorders and Walkmans.

Very many thanks to my neighbour James for pointing me in the right direction for the above information on the sky news website

A little bit of what you fancy - Cupcake Easter Baskets

Ingredients

- 1/2 cup butter, softened
- 1 cup sugar
- 1 large egg, room temperature
- 1 teaspoon grated orange zest
- 2 cups cake flour
- 3/4 teaspoon baking soda
- 1/2 teaspoon baking powder
- 1/4 teaspoon salt
- 2/3 cup buttermilk

For the Frosting

- 3/4 cup butter, softened
- 6 ounces cream cheese, softened
- 1 teaspoon vanilla extract
- 3 cups confectioners' sugar
- 1 teaspoon water
- 4 drops green food colouring
- 1-1/2 cups sweetened shredded coconut
- Chocolate liquorice twists
- Chocolate sugar candy

Taken from www.tasteofhome.com

Method

Preheat oven to 350°. In a large bowl, cream butter and sugar until light and fluffy, 5-7 minutes. Beat in the egg and orange zest. Combine the flour, baking soda, baking powder and salt; add to creamed mixture alternately with buttermilk.

Fill 18 paper-lined muffin cups two-thirds full. Bake until a toothpick comes out clean, 20-25 minutes. Cool for 10 minutes before removing from pans to wire racks to cool completely.

For frosting, in a small bowl, beat butter, cream cheese and vanilla until smooth. Gradually beat in confectioners' sugar; spread over cupcakes. Combine water and food colouring in a large bowl; add coconut. Stir to coat. Sprinkle over cupcakes.

Using a metal or wooden skewer, poke 2 holes in the top of each cupcake, 1 hole on each side. Cut liquorice into 6-in. strips for handles; insert each end of a liquorice piece into a hole. Decorate with sugar eggs.



Caught my Eye – Tesla Model – 3

Don't know about you, but I've seen loads of these running around our areas over the last few months. It made me think there was some sort of offer on to get them cheap – but on reflection, I don't think so...

WHAT IS IT?

The Tesla Model 3 is an American four-door saloon car with rear- or -four-wheel drive, seating for five people at a pinch, and a touchscreen inside. Sure, it's all-electric, but it hardly sounds A Verified Big Deal, does it?



But the Tesla Model 3 is one of the most important big deals of the 21st Century so far.

This is Tesla's affordable entry-level car, designed to take on the best-selling likes of the BMW 3 Series, Audi A4, and Mercedes C-Class, not to mention their slow-off-the-mark electric cousins. And thanks to Tesla's viral, household name status and the ambition of the car's features, the Model 3 has become a phenomenon.

HOW AFFORDABLE ARE WE TALKING?

It sits below the Model S saloon in the range, and in standard guise is priced from £48,490. That gets you rear-wheel drive, and a claimed 305 miles of range between visits to a public Supercharger, or your home wallbox.

Above that in the '3' pecking order lie two all-wheel drive versions: the Long Range (good for up to 374 miles), and the Performance, which sacrifices a few miles of range but will outrun a Lamborghini Huracán up to the national speed limit. Something for everyone, then...

HAS TESLA STUCK TO ITS GUNS ON PRICING?

These model lines are correct at the time of writing (December 2022) but Tesla has a habit of creating and killing off trim levels willy-nilly – here today, gone tomorrow. And the price has long since crept away from the mid-£30k target once vaunted. Not that it stopped the Model 3 becoming Britain's best-selling electric car in 2020. As per all Teslas – and most electric cars – the Model 3 is powered by a slab of lithium-ion battery cells (see right) mounted in the car's floor, where they're best protected from a crash and helpfully low to keep the centre of gravity in check. That means you get a second boot (frunk or froot, choose your front-biased cargo bay term) in the nose, which is handy for stowing mucky charging cables.



THAT'S ALL VERY PRACTICAL. WHAT ABOUT THE FUN STUFF?

Chances are you'll have heard fragments of what makes Teslas so interesting floating around the internet. Giant touchscreens, funny Easter egg content like games and built-in Netflix, and something about them being able to drive themselves while you take a nap or watch *Tiger King*. Let's get on with saluting Tesla for the truth in that, and dispelling the myths the Californian brand's cult-like following would have you believe.

WHAT'S THE VERDICT?

"The most impressive electric car this side of a Porsche Taycan. Fresh design, a sense of humour, and backed up by Superchargers"

Posed against po-faced competitors, Teslas are invariably the quick ones, the efficient ones, the fun ones with Fart Mode and the lucky ones least dependent on a haphazard charging ecosystem. Even a basic version with a single rearward motor and only Chill/Sport acceleration settings develops 235bhp and punches to 60mph faster than a £55k Jaguar F-Type. While the angry frog styling won't be to all tastes, the interior is a real love/hate arrangement and the driving dynamics aren't all that memorable once you've stopped swallowing your tongue every time you nail the throttle, it's easy to see why the Model 3 has become a global standard-setter for EVs.

This is the future we were promised – a car with sentience, a sense of humour, and a fresh take on the old norms. After trying this, your old repmobile will feel positively Brunellian. The Model 3 was Top Gear's 2019 saloon of the year, beating the old guard and maintaining its lead of the new EV pretenders. It's been in production since mid-2017, but even heading into middle age, nothing on the market has yet managed to beat the Model 3 on all fronts. While not without flaws, it is quite simply one of the most interesting, compelling cars in the world right now.

WHAT IS IT LIKE TO DRIVE?



Yes, you do have to do this bit yourself. All UK-spec Model 3s come with 'Autopilot' built in as standard, declares Tesla's website, and you'll have visions of setting the nav for Saint-Tropez, bedding down for the night and waking up on the riviera. Not yet, by a long stretch. Autopilot is merely an umbrella term for adaptive cruise control, blind-spot monitoring, lane-following assistant and pedestrian-avoidance steering. All terribly useful and well-integrated, but nothing you can't find in a BMW 3 Series and co.

GOT IT. SO WHAT'S THIS FULL SELF-DRIVING PACKAGE?

To get the full suite of Tesla cleverness, you'll need to spend £6,800 on the Full Self-Driving Package, which purports to control the car entirely on the motorway (though no longer without your hands on the steering wheel), to automatically find and enter or exit parking spaces, and even summon the car to your location if, say, you want to avoid getting caught in the rain when leaving the shops. Welcome to The Future.

Splendid idea, but in execution, not quite there. The Model 3's automatic lane-changes on the motorway vary from hesitant to haphazard, causing other drivers to be wary of the Tesla rather drunkenly dawdling

nearby. Similarly, the Summon feature is a great party trick but better suited to sprawling American parking lots than your average provincial high street. We'll bet you end up just taking over and doing it the old-fashioned way, using the supercomputer between your ears.

I'VE HEARD TESLAS ARE RAPID: IS THE MODEL 3 FAST?

Having saved you a few quid on the tech, next let's do the same with speed. Trust us, you really don't need the 450bhp-strong Performance. The £61,490 dual-motor range-topper is supercar fast and that's one heck of a punchline (0-60mph in a claimed *3.1 seconds*), but the acceleration is so vivid it's verging on uncomfortable for passengers. We've got into the habit of turning down the acceleration from 'Sport' to 'Chill' mode, which sort of defeats the point. Imagine how rapid it feels to make us lot at Top Gear say we'd make do with the slower one. Aspirin, anyone?

Even the entry-level Model 3 (previously called the Standard Range Plus) will go from 0-60mph in 5.8 seconds, silkily speeding away in silence from the Porsche Cayman who's still changing gear and building up his revs. It's effortlessly, instantly rapid.

The other reason you might not want quite so much poke is that, despite Tesla's best efforts, this isn't a true sports saloon. Sure, the CoG (*think that's the Centre of Gravity*) is snake-low and there's plenty of grip, but the remote, synthetic steering feels like it's come off an early Xbox rig, and the brakes are mushy.

The Performance can be coaxed into power-slides, but you can sense the sheer mass heaving around in direction changes and the Model 3 feels out of sorts when pushed as hard as the Crème aus Cremes of German performance metal. As a seven-tenths car with effortless pace though, it's sensational.

WHAT ABOUT THE RANGE?

Teslas tend to excel here, and the Model 3 keeps up the tradition. In a not-long-ago winter test of the 2021-spec Model 3 Standard Range Plus, we were headed for 210 miles on a charge, with power consumption of 4.7 miles per kWh knocking the VW ID.3 and Nissan Leaf's 2.7 mi/kWh into a cocked hat.

On paper the entry car delivers 305 miles of range from its 53kWh battery, while the Long Range boosts this to 374 miles from a 78kWh unit. The Performance slips to 340 miles, owing to its ridiculous acceleration and 162mph top speed. Yowzers. Teslas are pretty range-anxiety proof, due to the proliferation of the Supercharger network (there are almost 1,000 charging points across the UK network as of autumn 2022), its speed of charging, and how efficiently the car uses its battery reserves. A new heat pump from the Model Y has eaten into front boot space in the latest models, but it means even less guilt from cranking up the heater in cold weather. Of course, you can save yourself the bother by pre-conditioning the car via the touchscreen calendar, or your smartphone, which can also act as the car's key. The low-speed ride is leagues better than it used to be in, say, an early Model S, and the rolling refinement is predictably serene. But handling and speed – that's all a bit 20th Century, compared to Tesla's true forte: the interior tech.

WHAT IS IT LIKE ON THE INSIDE?

Staying true to the Model S's maxi-minimalist interior design, the Model 3 is just as stark. The dash is nothing but a slab of wood, a full-width air vent and a 15.4-inch touchscreen, landscape orientated, rather than the larger portrait screen in earlier versions of the S. From where you sit, on a slightly narrow but otherwise comfortable chair, the screen appears to hover in mid-air. Scour the cabin and the only physical buttons you'll find are two unmarked scroll wheels on the steering wheel (left blank so Tesla can change their functions if needs be via software updates), regular for the electric windows, a button for the hazard lights above your head and a button on the grab handle to open each door, although there's a physical lever below that in case the electrics catch a cold. Space in the back seats is fine for anyone up to six-foot tall, a bit cramped beyond that, but it's worth it for the endless view out through the full-length sunroof that wraps right around and behind your head. It's because of that infinity roof that the 3 isn't a hatchback, so you have to make do with a notchback boot, although split folding rear seats mean you can fit longer objects in, too. Going away



for the weekend? Drop the back seats and a double blow up mattress slots in perfectly – some companies make bespoke ones that pack up neatly in the boot.

Overall, the build quality and materials are a step behind the established premium European players, but by keeping things super-simple, it's never really an issue. Acres of plastic switchgear and multiple screens and sockets would have only highlighted Tesla's shortcomings. Multiple test cars we've tried have suffered from bugbears like sticking windows and misaligned trim, so check a Model 3 carefully before you accept delivery. As it is, everything is dominated by that central screen. Seriously – you even have to find a sub-sub menu to adjust the steering column reach and rake. The general idea is that the quarter closest to the driver is dedicated to information and controls you might need while driving, including a visual representation of your autopilot situation and shortcuts to the trip computer, charge status etc. Oh, and your current speed. The Model 3 would do well to include a head-up display for such vitals. The rest is dominated by a map or whatever you want to overlay, such as your radio or music streaming, climate control settings and phone status. Alternatively, you can dive into the settings menu (best to do this when stationary) and have fun tweaking your steering weight, how much re-gen braking you want, and if you'd like the turn signal to make a fart sound. Really.

Although the basic driving controls couldn't be simpler, this isn't a car you fully understand in the first five minutes. Like a new smartphone, you need to commit some time to learning the shortcuts, locating the settings you might need and engraining them in your brain. That said, the touchscreen operation itself is fabulous. The graphics are industry-leading for sharpness, the reaction times are iPad-like and the menus aren't complicated stacks of multi-layered mayhem.



Got everything set just so? Good. Now you can have fun exploring some of Tesla's 'Easter eggs' – modes that are there for no reason other than to make you and your passengers laugh. Modes like the Mars button that turns the map into the surface of the Red Planet, a burning coal fire or the Santa setting (only available with Autopilot engaged) which turns your car into a sleigh, the road into a rainbow and other road users into reindeer, or the vast array of old arcade games you can play with the steering wheel

scroll buttons in gridlock. You will either find this stuff fun or excruciatingly annoying. Especially when you discover the racing games, which employ the car's actual steering wheel and pedals, will do your tyres no good whatsoever as they're dry-steered about while you aim for a new high-score. Still, when was the last time you played in-built Mario Kart in an Audi? Exactly. Welcome to a new way to do interiors, where how you have fun when you're waiting for a charge is just as important as the boring old business of regular transport.

WHAT SHOULD I BE PAYING?

If you're happy just to lease it, the cheapest Model 3's payments dip to around £600 a month, and from around £700 on a PCP. This is the iPhone of cars after all. In 2024 you'll be due an upgrade. And in the meantime, Tesla is at pains to point out you'll save tens of pounds per mile in tax, fuel and maintenance versus a conventional petrol-powered rival, though that case has weakened somewhat with the rise in electricity costs lately.

More EV contenders have come on stream too, with the likes of the BMW i4 and Ford Mustang Mach-E barging their way into the frame. The latter is more of a crossover of course, but if you need more space in your Tesla, there's the higher Model Y.

Whereas Superchargers used to be free with the Model S and Model X, you have to pay as you go with the 3, although in some cases there's an allowance that'll give you a few top-ups per year for free. You'll spot the red and white charging stations at most motorway services now: as of autumn 2022, Tesla is reported to have almost 1,000 individual Supercharger charging points across nearly 100 separate locations, with more on the way. Plug in at one of these and the fastest will offer up to 250kW of power, enough to add 172 miles of range in about 15 minutes.

Plug the car into your three-pin wall socket at home and the juice crawls along, adding about five miles of range for every hour. Get a home wallbox and you could charge at up to 16.5kW depending on your home connection – that's 51 miles for every hour plugged in. More realistic for most UK homes is around 7kW, or 22 miles per hour of charging.

Beware upgrading to 19-inch rims – they’ll pinch range due to added rolling resistance – and we’d shun the white interior scheme. Even if you’re only keeping your Tesla for a handful of years, the upholstery will be looking tired if you have children, pets, or wear denim.

As standard there’s a plethora of features, from heated electric seats to built-in karaoke internet browsing with Netflix and YouTube apps, a tinted glass roof, electric folding and adjustable door mirrors, and wireless phone charging. Pity that Tesla chose to angle the charging bays directly at the driver, where they’re most distracting – but by the look of that touchscreen, Tesla’s hardly worried about screens being overbearing, is it? Happily, the waiting list is now down from over a year to a few months. That’s the boon of only offering a handful of colours and only two cabin colour schemes. The Model 3 doesn’t need a wild spec to stand out, y’see.

Specs and Prices

Model 3 Saloon (2019) specifications for each derivative					
Title	0-62	kWh	BHP	Range (Comb.)	Price
Tesla Model 3 RWD 4dr Auto	5.8s	53 kWh	245	305 miles	£48,435
Tesla Model 3 Performance AWD 4dr [Performance Upgrade] Auto	3.1s	82 kWh	456	340 miles	£61,435



The above article is taken from Top Gears Review site.

Info from  **Toolbox Talks**

Use our excellent virtual classroom learning to play a key supporting role in your driver risk management programme.

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Traffic Signs – Do you know what these traffic signs are saying?



Email me at: [Scunthorpe and Grimsby Advanced Motorists \(scunthorpegrimsbyadvancedmotorists.org\)](mailto:scunthorpegrimsbyadvancedmotorists.org)



We Got Mail!

We Got Mail!

You can email, tweet or post a letter to the following addresses; Terry Heath, 48, Vicarage Ave, Wrawby, Brigg, North Lincs. DN20 8RY Email: terryheath@sky.com Twitter: @ANDGRIMSBY



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A.R. Course, Lincolnshire Advanced Motorcyclists: Tel: 01427 616864 or lincs-am-sec@pobroadband.co.uk

A.D. Course, Scunthorpe & Grimsby Advanced Motorists Tel: 01652 655601 or terryheath@sky.com

Dates in April 2023

April Fool's Day – that's today! Did you manage to play an April fools trick on anyone?

1st Apr 2023

Celebrated all over the world as a morning of jokes and tricks. From national newspapers, websites and TV stations to school children, all sorts of people join in the fun. But don't play a trick after noon - or you are the fool!

World Autism Awareness Day

2nd Apr 2023

Autism-friendly events and educational activities take place all through the month of April to increase understanding and acceptance and foster worldwide support.

International Children's Book Day

2nd Apr 2023

Held on or around Hans Christian Andersen's birthday, which is celebrated to inspire a love of reading and to call attention to children's books.

Passover

5th Apr to 13th Apr 2023

Passover, or Pesach is one of the most important festivals in the Jewish calendar, commemorating the anniversary of the Exodus from Egyptian slavery.

Good Friday

7th Apr 2023

A bank holiday in the UK, this Christian celebration commemorates the crucifixion of Jesus and his death at Calvary. Hot Cross Buns are traditionally eaten today. – [Hot Cross Buns Recipe](#)

Easter Day

9th Apr 2023

Easter is the Christian celebration of Christ's resurrection. It has been adopted across the world as a secular spring festival, celebrated by exchanging chocolate eggs and eating family meals and focusing on symbols such as eggs, rabbits and chicks.

Unicorn Day

9th Apr 2023

A day to celebrate the most popular mythical creature ever, which is also the symbol of Scotland.

Easter Monday

10th Apr 2023

Easter Monday, the day after Easter Day, is a Bank Holiday in the UK and is a national holiday in many countries around the world.

Siblings Day

10th Apr 2023

Based on traditional Indian festival of Rakshabandhan, which is hundreds of years old, honouring the relationships of siblings.

National Scrabble Day

13th Apr 2023

National Scrabble Day is observed annually on April 13th. April 13th specifically was chosen in honour of Scrabble's inventor, Alfred Mosher Butts.

World Heritage Day

18th Apr 2023

International Day for Monuments and Sites, better known as World Heritage Day, promotes awareness about the diversity of the cultural heritage of humanity.

Eid al-Fitr

21st Apr to 22nd Apr 2023

A religious holiday celebrated by Muslims worldwide that marks the end of the month-long dawn-to-sunset fasting of Ramadan. It is celebrated with prayer and different festivities and foods in different countries.

Earth Day

22nd Apr 2023

Worldwide event to raise awareness of the environmental issues which face the whole of planet Earth. The Earth Day organisation campaigns on environmental issues worldwide and promotes sustainability and reducing pollution.

National Shakespeare Day

23rd Apr 2023

23rd April was both Shakespeare's birthday and date of his death. Celebrations are held in his home town of Stratford-upon-Avon and around the UK.

St. George's Day

23rd Apr 2023

The annual celebration of England's patron saint is not a national holiday in England, however it is celebrated by flying the English flag and by taking part in traditional English activities such as Morris dancing.

World Book Night

23rd Apr 2023

World Book Night brings people from all backgrounds together to inspire others to read more. Each year books are donated to organisations across the UK that can reach people who don't regularly read for pleasure or have access to books.

UNESCO World Book and Copyright Day

23rd Apr 2023

Each year, on 23 April, celebrations take place all over the world to recognize the scope of books - a link between the past and the future, a bridge between generations and across cultures.

Penguin Day

25th Apr 2023

Awareness day to highlight the dangers that penguin's habitats face, as well as the number of penguin species which are endangered.

International Dance Day

29th Apr 2023

A celebration day for those who can see the value and importance of the art form "dance", and acts as a wake-up-call for governments, politicians and institutions which have not yet recognised its value.

International Jazz Day

30th Apr 2023

International Jazz Day brings together communities, schools, artists, historians, academics, and jazz enthusiasts all over the world to celebrate and learn about jazz and its roots, future and impact.

Looking towards our next Social Night, here are some quotes from Air Traffic Control Towers....

- 1 Tower: "Eastern 702, cleared for take-off, contact Departure on frequency 124.7"
Eastern 702: "Tower, Eastern 702 switching to Departure. By the way, after we lifted off, we saw some kind of dead animal n the far end of the runway."
Tower: Continental 365, cleared for take-off behind Eastern 702. Contact Departure on frequency 124.7. Did you copy that report from Eastern 702?
Continental 365: Continental 365 cleared for take-off, roger; and yes we copied Eastern...we've already notified our caterers.







- 2 One day the pilot of a Cherokee was told by the tower to hold short of the runway while a DC-8 landed. The DC-8 landed, rolled out, turned round and taxied back past the Cherokee. Some quick-witted comedian in the DC-8 crew got on the radio and said "What a cute little plane. Did you make it all by yourself?" The Cherokee pilot not about to let the insult go by came back with a real zinger "I made it out of DC-8 parts. Another landing like yours and I'll have enough parts for another one"
- 3 Tower: "Delta 351, you have traffic at 10 o'clock, 6 miles"
 Delta 351: "Give us another hint! We have digital watches!"
 Tower: "Delta 352, TWA 2341 for noise abatement, turn right 45 degrees"
 TWA 351: "We are at 35 thousand feet. How much noise can we make up here?"
 Tower: "Sir, have you ever heard the noise an 747 makes when it hits a 727?"
- Many thanks to Terry Heath for supplying me with the above

WORDSEARCH

EASTER
WORD SEARCH

- | | | | |
|-----------|--------|-------|--------|
| Bunny | Basket | Grass | Bonnet |
| Eggs | Spring | Candy | Sunday |
| Chick | Flower | Hunt | Peeps |
| Jellybean | Easter | Dye | Lamb |

Laughter is the Best Medicine.....

- How does the ocean say hello? It waves. 
- What has a bed that you can't sleep in? A river. 
- What do you call a pig that does karate? A  pork chop.
- What did the duck say when it bought lipstick? "Put it on my bill." 
- Why did the melon jump into the lake? It wanted to be a water-melon. 
- What starts with E, ends with E, and has only 1 letter in it? An Envelope 

Nomination Form

To: Secretary,
Scunthorpe and Grimsby Group of Advanced Motorists
45, Blyth Way
Laceby
DN37 7FD

With regard to the forthcoming election of Officers and Committee Members for the year commencing 26th April 2023, I would like to propose that

Mr/Mrs/Miss
Address
Post Code Telephone No

stands for election as Chairman/Vice Chairman/Secretary/Treasurer/Committee Member (delete as appropriate).

Signed Seconded

This is to certify that I am in agreement to my name being put forward for election to the above post and that, if elected, I am willing to act in that capacity.

Date Signed

Note All signatories on this form **must** be group full members.

As you can see from the contacts page, there are 7 of us on the committee but we would like to increase that number and invite you to join us.

We meet every month, currently via Zoom and for generally around half an hour. We discuss many things including suggestions for our Social Nights, when and where our MDU (Mobile Display Unit) is out and about and how we can attract new members to swell the numbers in our SAGAM Group. There are other things which are generally open for discussion and it is a way of keeping in touch with each other.

If you feel you would like to give us a try, please print/cut out the nomination form above and send it to the address at the top. Our AGM is on the 26TH April during which members are voted onto the committee after having completed the form. We look forward to hearing from you!

What am I ? I have no feet, no hands, no wings, but I climb to the sky

Last Months' Answer - A Carpet

Last but definitely not least.....don't forget to look us up on the links below



Group Website

<https://www.iamroadsmart.com/groups/scunthorpeandgrimsby>



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