





Scunthorpe & Grimsby Advanced Motorists

Group No 7080 Charity No. 10631 August 2022 Edition

Full members - 78; Associate members - 9; Total - 87

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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.

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SOCIAL MEETINGS

The following are dates for our 2022 Social Meetings: Redbourne Club, Scunthorpe

TREASURER

Malcolm Gothard

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24th August, 26th October.

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NEXT ISSUE

August 2022

If you have any articles, photographs or anything you feel may be of interest for the **August** edition, please feel free to email me at
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no later than
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[WEBSITE](#)



Scunthorpe and Grimsby
Advanced Motorists



@SAGAM

Committee Meeting Dates for 2022 are:

10th August; 14th September; 12th October; 9th November; 14th December.

PLEASE NOTE: Meetings are to be held via Zoom until further notice.

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

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Our MDU is out on the 20th August at Sainsburys, Scunthorpe between 09.30 and 16.30

Welcome to the August edition of the SAGAM Newsletter....

Well, the thunderstorms promised after the very hot weather never materialised and so we are still currently baking in the dull but still very hot and humid days. Our lawn has practically died off although were hoping it will come back without much help once the weather settles down a bit. How have you coped? We're lucky insofar as the sun never gets into our kitchen or hall so during the two extremely hot days, we brought the garden chairs into the kitchen and watched TV.

Our Social Night is on the 24th August when Sally from Humberside Fire and Rescue will be treating us to a talk on how the fire men and women have to go through a selection process before being taught how to drive the fire engines when going to a shout. Sally is bringing one of the engines used to train the drivers with her, so we should be able to have a good look around it after her talk and of course any questions we would like to ask her. Its shaping up to be a really good night so don't miss out!

This edition contains some really useful information on how to safe fuel during the cost of living crisis as well as many more very interesting articles so I'm sure there will be something to grab your attention.

We are still looking for new committee members to join us for one night a month sometimes via Zoom and sometimes face to face so if you feel you can bring anything at all to the group, then please get in touch with our chairman, Terry whose details can be found on the contacts page.

I really enjoyed researching the Did You Know article in this edition and was surprised at the amount of bread the lightening can toast in just a few seconds!

So with that, I'll leave to you browse through this months' edition..... and I look forward to seeing you at our next **Social Night on the 24th August at the Redbourne Club!**



Chairman's Chatter

Hi folks, as usual I hope you're all keeping safe and well.

Well it's been a strange month or two since I last communicated with you. We had a lovely holiday in Greece, Kos to be precise. Had my birthday celebration out there and then a family wedding as well. It was all fantastic. We landed back at East Midlands airport, made our way home in the early hours and went straight to bed.

Then it happened.....

Two days later I discovered I had covid, quickly followed by my wife. Fortunately, as bad as it was, I know people who have had it a lot worse. We're ok and back to work but feeling drained..... Anyway

enough of that, that's a club I don't want to join again!

So, once again I'm going to make an appeal for your help and ideas.

I know you're thinking what him again, he always wants something. Well that's true, because I still have a passion to help keep the group going and working well. I sincerely hope that some of you still have that same wish and with your help and ideas we can do it.

Firstly, we are looking for a new home for the MDU and any ideas would be great. We also need new ideas both in the Scunthorpe area and the Grimsby area for any shows or outlets that would be willing to let us attend and promote advanced driving with our MDU. The supermarkets aren't playing ball at the moment, so anything that you know of going on in the above areas that may be of use to us, please let me know.

The other thing is, that as people retire off the committee, we desperately need someone to replace them. It's not a real time consuming affair unless you want to become far more involved than an ordinary committee member. On average it's only half an hour to an hour for one evening a month. Usually we have our meetings on Zoom but not always.

After my last appeal for a committee person, one gent has joined us but when one person is absent for whatever reason just for one night, it proves that we are still below the required level to be able to operate properly. Please search your soul and see if you can spare the time to perhaps come on the committee and help strengthen the team.

Thank you all so much for your continued support.

Kind regards,

Terry Heath

Chairman S A G A M

Hello Everyone and welcome to our August update.

As usual we are busy with our associates at various stages of Advanced driver training. Five of whom are doing well with guidance from their observers, with a sixth member on the side-lines recovering from a fall but hoping to get going again soon. We have one on our Young Driver Scheme. Also one awaiting a public assessment drive as at 13th July 2022. A warm welcome is extended to Steve England who, as a full IAM RoadSmart member, has joined SAGAM and is currently undergoing refresher drives in preparation for undergoing Mentoring for his Masters test. We wish you well, Steve.

It is our Observer Team meeting on Tuesday 2nd August 2022. We shall be having regular updates, followed by: How to find and use on line run sheets followed by discussion on Highway code. This is also a time when Observers can discuss any queries they may have in relation to associate training or anything else driving related.

If you have any questions or need any help driving wise please get in touch and the team will be pleased to assist. Until next month, Drive safe and enjoy the summer.

On behalf of SAGAM Observer Team.

Paul Cassell.

This is our little Mobile Display Unit (awwww)

She is currently at the police station 'though she hasn't committed a crime,

She feels she's been forgotten and is sad for most of the time.

We need another home for her as quickly as we can, Because we all feel that we've had her, since time really began.

We love our little caravan and spending time in there, Hoping that we'll get someone, to show us that they care, About how they have a chance that day, to make their driving better,

To learn new skills when in their car, rather than to get a letter (from the DVLA)

So if you can help us, we would be very pleased,

And if you know of somewhere, please tell us cos, that *somewhere would be seized!*



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Funniest Jokes.....

- ✚ Do you know what musical instrument you have in your bathroom?
- ✚ Do you know why divers fall out of the boat backwards?
- ✚ Do you know how to find the gender of an ant?



- Put it in water and if it sinks it's a girl. However, if it doesn't sink, it's
- Because if they fell forwards they would land in the boat!
- Bogpipes!

buoyant!

ANSWERS

Did You Know? – A Bolt of Lightning is enough to toast 100,000 slices of bread?

If you consider that each bolt of lightning contains more than 5 billion Joules of energy, then the average 1,000-watt, two-slice toaster could be powered for 84,000 minutes with just one strike. That's just enough time to toast about 100,000 slices of bread, bagels, English muffins—whatever you prefer.

The bolt of lightning in heraldry is called a **thunderbolt** and is shown as a zigzag with non-pointed ends. This symbol usually represents power and speed. The lightning bolt is used to represent the instantaneous communication capabilities of electrically powered telegraphs and radios.



While the flashes we see as a result of a lightning strike travel at the speed of light (670,000,000 mph) an actual lightning strike travels at a comparatively gentle 270,000 mph. This means it would take about 55 minutes to travel to the moon, or around 1.5 seconds to get from London to Bristol.

When lightning strikes sand or sandy soil, it fuses together the grains to create a small glass-like tube known as a fulgurite. These fulgurites are not only prized by collectors, they are also of great scientific value in demonstrating past occurrence of lightning storms.

Lake Maracaibo in Venezuela is the place on Earth that receives the most lightning strikes. Massive thunderstorms occur on 140-160 nights per year with an average of 28 lightning strikes per minute lasting up to 10 hours at a time. That's as many as 40,000 lightning strikes in one night!

Recent research from the Met Office revealed that helicopters can cause an isolated lightning strike. While flying, the helicopter acquires a negative charge, so if it flies close to an area that is positively charged (e.g. hail or the base of a cumulonimbus cloud [cloud forming a towering mass with a flat base at fairly low altitude and often a flat top, as in thunderstorms]) it can trigger a lightning strike.



Lightning is one of nature's most recurrent and common spectacles. Around the world, there are over 3,000,000 flashes every day. That's around 44 strikes every second.



Trees can often be destroyed by lightning strikes. When lightning hits a tree, it usually travels just below the tree's bark where there is a layer of sap and water. This layer becomes instantly heated and expands causing the bark to be blasted off the tree and sometimes splitting the wood.

But it can help plants grow. While nitrogen is in the air all around us, for plants to be able to absorb it (a process vital for their growth) they rely on a process called Nitrogen fixation. Although much of this process is done by bacteria and algae, the extreme heat of a lightning strike causes nitrogen to bond with oxygen to create nitrogen oxides which combine with moisture in the air to fall as rain and water plants with nitrate-rich water.

While the intensity of a lightning strike can make them appear as thick bolts across the sky, the actual width of a lightning bolt is only about 2-3 cm, or equivalent to the width of a thumb. The average length of a lightning bolt is about 2-3 miles. The charge carried down this small channel is so intense that the temperature of the lightning reaches 30,000 °C - that's five times hotter than the surface of the Sun.

While lightning storms are impressive in their own right, they don't quite compare to the spectacle when volcanic eruptions trigger lightning strikes. When an eruption occurs, earth and ash are thrown into the air in a giant plume, colliding to create an electrical charge. In the same way as normal lightning, the imbalance between the plume's electrical charge and the charge in the atmosphere leads to lightning strikes.

To tell how far away a thunderstorm is, simply count the number of seconds between the flash of lightning and the boom of thunder that follows. Divide this number by five and this tells you how many miles away you are from the storm (or divide by three for the distance in kilometres).



There's something about the meandering streak of [lightning](#) that implies random chaos. Yet bolts from the blue not only hit the same places with regularity, but successive discharges often reuse the exact same channel. It's never been entirely clear how the path laid down by one bolt sticks around for repeat performances, but new research has discovered

lingering pockets of charge in the wake of a single lightning strike, which could provide a map for more to follow.

An international team of physicists collected an unprecedented level of detail on radio waves emitted by lightning to determine why the charged pockets of air setting out lightning's path behave the way they do. Using a radio telescope network called the Low-Frequency Array, or [LOFAR](#), researchers were able to gather data that provided nanosecond resolution of strikes across an area of several thousand square kilometres.

"These data allow us to detect lightning propagation at a scale where, for the first time, we can distinguish the primary processes,"

says physicist Brian Hare from the University of Groningen in the Netherlands.

"Furthermore, the use of radio waves allows us to look inside the thundercloud, where most of the lightning resides."

For all its impressive flashing and booming, lightning is really just a granddaddy electrical spark caused by a difference in positive and negative charges. Those opposing charges are separated by air currents whipping around bits of hail called [graupel](#), causing them to physically bump and grind their electrons apart in a meteorological game of pass the parcel.

A steady accumulation of [hundreds of millions of volts](#) can arise within and between separate clouds, or between a cloud and the ground. Wherever it forms, though, lightning has an opportunity to leap, but only if the conditions are right.

What we see as the zig-zagging bolt is merely the end of a complex process we're still piecing together.

The first step involves the formation of a small pocket of plasma – a blob of heated gas comprised of charged particles. This tiny lightning seed quickly branches out in many directions, with one or more forming a channel kilometres in length that acts like a giant wire strung across the sky.

Ends of this channel, called [leaders](#), can be positive or negative, each of which move in unique ways depending on their charge.

Negative leaders tend to move in a discontinuous fashion referred to as stepping, producing a high-frequency radio signal as they jump. Positive leaders don't step in the same way, so don't produce the same signal as they grow. Yet their channels still hum with a distinctive pattern in radio waves.

These contrasting signals provide researchers with insight into the lightning's rapid generation, from the plasma channel's growth to the climactic light show at the end.

[One curious observation](#) made in the past has been positive leaders can become separated from their plasma channel. Nobody knows why this split occurs as it does, largely because most studies to date have lacked the necessary resolution.

The vast complex of antennae making up LOFAR though has provided researchers just what they need to zero in on the fine details of a branching plasma channel.

"Close to the core area of LOFAR, where the antenna density is highest, the spatial accuracy was about one metre", says University of Groningen physicist Olaf Scholten.

With such a fine level of detail, the researchers were able to map the dynamic changes occurring within the plasma channels as they reached out, and this enabled the team to make a rather strange discovery.

As leaders arrive at areas with a sufficient difference in voltage, electrons surge through the plasma, baking the air to temperatures [hotter than the surface of the Sun](#).

It turns out not all of this current makes its way to the same end points. Some residual charge leaks out through breaks in the main discharge channel, hanging around in small, thin structures dubbed needles.

"This finding is in sharp contrast to the present picture, in which the charge flows along plasma channels directly from one part of the cloud to another, or to the ground," says Scholten.

"These needles can have a length of 100 metres and a diameter of less than five metres, and are too small and too short-lived for other lightning detections systems," adds Hare.

Should the voltage difference build again in the cloud in a relatively short amount of time, these charged needles can provide a map for further strikes, explaining why we might often see copy-cat lightning bolts hit the same mark repeatedly.

The clip which can be seen by clicking on the YouTube link below, shows a strike forming in slow motion, with each yellow dot portraying a radio pulse describing the path of the pending discharge. At the very top of the clip you can see the positive leaders twinkling as they encounter needles from a previous bolt.

[Why lightning often strikes twice - complete - YouTube](#)

"From these observations, we see that a part of the cloud is re-charged, and we can understand why a lightning discharge to the ground may repeat itself a few times," says Hare.

For such a primal force we've marvelled at forever, it's amazing to think we're still learning so much about how lightning works.

The above research was taken from Science Alert.

And did you know, until the late 18th century it was believed that ringing church bells repelled lightning so many church bells bore the inscription *fulgura frango*, meaning 'I chase lightning'. During a thunderstorm, bell ringers would run to the bell tower to ring the bells. However, a high tower with a metal bell was in fact about the worst place to be. Between 1753 and 1786 in France, 103 bell-ringers were struck by lightning and killed, resulting in the custom being banned.

Researched by Jan Burditt

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A little bit of what you *fancy*..... Florence Nightingales' Kedgeree

If you're a fish lover, then this recipe might just be the one for you. Florence Nightingale was partial to curry and Kedgeree is a British adaptation of khichdi (a South Asian dish made of rice and lentils). This classic version was created for Florence by one of Queen Victoria's cooks, Charles Elmé Francatelli who worked for the Queen from 9 March 1840 to 31 March 1842.

This recipe serves two people.

Heat the oven to 190C. Cut two slices of white bread into cubes and put on a baking sheet with a knob of butter. Bake for 10 minutes, tossing once, until crisp and golden. Gently fry 325g of cooked rice (150g uncooked) with 20g butter, some nutmeg and salt and pepper, for about eight minutes. Poach a fillet of smoked haddock, cod or cobbler, in enough simmering milk to cover, for seven minutes. Boil three eggs for seven minutes, peel, cut in half and scoop out the yolks. Chop the egg whites and stir through the rice. Crumble the yolks and mix with two tablespoons of parmesan. Drain and flake the fish. Serve the rice, add the fish, then the yolks. Serve with croutons and chives.



Have a look at the next page for Florence Nightingales' story.

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Insurance and "Modified" Cars

While many consider car 'modifications' to be performance related, such as remapping and performance enhancing exhausts, or something that 'car fanatics' enjoy doing to their cars, think again. Many are driving around with modifications that they didn't know had to declare to their insurers. What counts as a modification for car insurance? • Wrapped parts such as dashboard or chrome trims • Replacement steering wheel (sports steering wheel, for example) • Badges that are not fitted by the manufacturer (the ones that make the car look higher spec than it is) • Tinted windows • Roof racks • Upgraded headlights (LED's) • Tow bars • Added front and rear parking sensors • Upgrading stereo and audio equipment (including built-in sat-navs) • New upholstery or uprated seats Why is it important to declare cosmetic modifications? Should the worst happen, and you need to make a claim, without modified car insurance, these modifications are unlikely to be covered in the repair. Instead, repairs would be carried out to standard, manufacturer spec parts – or unlikely to be included in your insurance pay-out. This leaves you in a tricky situation of trying to find the extra cash, on top of your excess (compulsory and voluntary) post-accident to carry out your own repairs. There are also stickers to consider, like the 'M' that many purchase to adhere to their vehicle. Labelling your vehicle as M-Sport makes it more desirable for theft and can increase your insurance premium as a result, so it is certainly worth thinking about before you apply it. If it wasn't there to begin with then it's also classed as a 'modification'. If you do apply it, you will need to let your insurer know.

Florence Nightingale ~ 1820-1910

Later this month will be the anniversary of the death of Florence Nightingale (13 August). Florence had many achievements during her lifetime, but she is of course best known as the “Lady of the Lamp”. She came from a wealthy family and, unusually for a female of the era, Florence was well educated.

Her father, William Edward Shore had inherited his substantial wealth from his great uncle Peter Nightingale, a lead mining entrepreneur. It was this newfound wealth that resulted in Shore assuming the name of Nightingale in 1815. By his early twenties, Nightingale was the owner of Lea Hall estate in Derbyshire, and had an income of £8000 a year, making him a wealthy man.

The younger of two sisters, Florence was named after the town when she was born, Florence in Italy. As a well-educated person she was appointed as manager and nursing trainer during the Crimean War; and it was in this role that she introduced the notion of hygiene to the nursing world. At the same time Florence was responsible for the introduction of nurses to the night shift, and she would frequently accompany them on their rounds of the wards, leading to the popular image of her as “the Lady of the Lamp”.

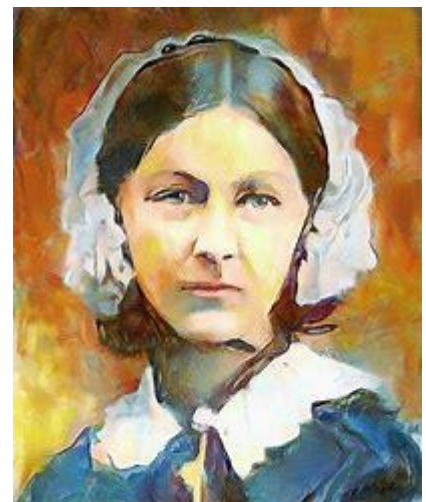


She did in fact have many other achievements. Soon after the Crimean War ended, she set the foundation of professional nursing by establishing the nursing school at St Thomas' Hospital in London.

Benefiting from their father's advanced ideas about women's education, both she and her sister studied history, mathematics, languages, classical literature, and philosophy. A very intelligent person, she was indeed fluent in French, Italian, Spanish and Portuguese.

Among other things, she was a talented mathematician, and was able to represent complex mathematical concepts in a simple visual form. She is credited with developing the polar area diagram; now better known as a “pie chart”, she originally called it the “Nightingale Rose Diagram”

Florence was honoured by having her picture on the back of the Series “D” £10 bank note, issued from 1975 until 1994. But although she had many talents, she will always be remembered as the Lady of the Lamp.



Many thanks to John Wigmore for supplying me with the above article

See also the previous for a delicious recipe for Florence Nightingales' Kedgerree

How soaring pump prices could be fuelling safer driving habits



Soaring fuel costs have left a hole in the pocket of motorists across the country, but it could be having an unexpected positive impact on the safety of Britain's roads.

That's according to latest research commissioned by the UK's largest independent road safety charity, IAM RoadSmart, which has revealed that potentially millions of motorists have changed their driving habits for the better amid the fuel crisis.

Of 1,004 motorists surveyed, 72 per cent stated that they had changed how they travel due to travel costs. Of this number, 38 per cent stated that they now drive more economically as a result of rising fuel costs, while almost one in five (19 per cent) have taken extra care to stick to the speed limit.

This respectively represents up to 12.5 million and 6 million of the 33 million people in possession of a full driving licence in the UK who have adopted slower or smoother driving habits in recent times.

The devastating impact of driving too fast is demonstrated by Department for Transport statistics, which show that exceeding the speed limit was reported as a factor in 7 per cent of all accidents, but of these accidents 17 per cent were fatalities. In addition, exceeding the speed limit and travelling too fast for conditions were factors in 13 per cent of all accidents, and these accidents accounted for 27 per cent of all fatalities

Neil Greig, Director of Policy and Research at IAM RoadSmart commented: "The rising cost of fuel is yet another added expenditure in this difficult cost of living crisis, and our research demonstrates that many have been forced to rethink their driving habits in an effort to keep their fuel costs to a minimum.

"Driving slower and more economically will no doubt help keep the pain at the pumps down, but another positive impact of this is, of course, road safety. We would urge those who have adopted slower and smoother driving habits to maintain these habits, regardless of fuel prices. This way, motorists will not only save money on fuel and travel greener, but also potentially save lives."

Keep your distance! Tailgating ranked as the biggest cause of driver distraction

Being followed too closely by other drivers is the behaviour that distracts motorists most on Britain's roads, latest research reveals. A survey commissioned by the UK's leading independent road safety charity, IAM RoadSmart, asked 1,000 motorists to rank a series of occurrences on how distracting they are, with one in three (30 per cent) of the drivers surveyed deeming tailgating to be the most distracting factor.

The research comes in the wake of figures from National Highways revealing that tailgating is a factor in 1 in 8 crashes on their road network. Neil Greig, Director of Policy and Research at IAM RoadSmart, commented:

"The sight of a fellow driver in your rear-view mirror following too closely can be very disconcerting, and our survey shows it is the leading cause of driver distraction on Britain's roads. However, it is clear that tailgating is not just a minor inconvenience, with figures from Highways England revealing that far too many people are being left scared, angry and frustrated by the aggressive and reckless behaviour of tailgaters. It is worth remembering that you will cover 62 metres every two seconds when travelling at 70 miles per hour, meaning you need around 96 metres to stop, making adequate stopping distances absolutely critical to curtail the tailgating problem."

Tailgating was closely followed by children or other passengers as the second most distracting occurrence, with one in four (26 per cent) agreeing that having others in the car can affect their ability to focus on their driving.

The survey also revealed that traffic is also a significant source of distraction for motorists, with one in five (21 per cent) rating this as a factor that disconcerts them.

Neil concluded: "Whether it be from reckless behaviour from another road user, or even a screaming child, distractions while driving can come in many different forms. Drivers should always take control and do all they can to mitigate for them. This way, together we can all ensure Britain's roads are as safe as they can possibly be.



Caught My Eye - History of the UK Driving Licence, Driving Lessons Today & Future Licence Holders

I've always had a keen interest in anything car related and the Driving Licence is no exception. Here, we take a look at how it came into existence, facts and figures on trends between male and female test passes, the best time to take a test in this day and age, the very first person to get their licence and possibly the very last people to do so. I know there are a few driving instructors amongst us who I'm sure you will know the majority of the content in the last part of this writeup but for the rest of us, keep on reading – I think you'll be just as interested as I was!

Ever since 1903, anyone driving a car in the UK has needed a driving licence. Over the course of more than a century, this humble document has undergone some remarkable changes to reflect the way we use the road.

Ready to dive into the history of the driving licence? Buckle up and enjoy the ride!

The early years of motoring

Motor vehicles were an increasingly common sight on Britain's roads towards the end of the nineteenth century, but they were subject to some incredibly strict rules. Each vehicle needed three crew members on board, and the speed limit was set at just 2 mph in towns. These rules were finally relaxed in 1896, helping to increase adoption of cars as a convenient mode of transport—and a comparatively speedy one, with a new speed limit of 14 mph.

In 1903, the government responded to the car's newfound popularity by bringing in the Motor Car Act. As well as introducing vehicle registration and increasing the speed limit, the act was most notable for introducing the first British driving licences. There was no need to take a test (at 8am or otherwise)—anyone over the age of 17 could get a licence just by applying to their local council. The first driving licence was available for just five shillings (or 25p—equivalent to roughly £28 today).

Unlike today's licences, you had to renew every year. Though subsequent acts introduced regulations such as road tax, compulsory insurance, and the Highway Code (as covered in the [History of the Highway Code](#)), licences themselves remained largely unchanged for over three decades. This all changed when, in 1934, driving tests were introduced for the first time. Existing drivers were allowed to carry on driving without needing to take the new test, but anyone who started driving from April 1st, 1934 had to pass by June 1935.

While testing was temporarily suspended during the Second World War and the Suez Crisis, it's been with us ever since—unfortunately for nervous learners.

A nation of drivers

When the first stretch of motorway was built in the late 50s, it paved the way for modern driving. Driving licences were changing too: from 1957, they were valid for three years rather than one.

During the 1960s, car ownership boomed, and major changes were afoot. The first approved driving instructor register was set up in 1964, and a centralised licensing system came in 1965. The new central office was based in Swansea, where it remains to this day.

1969 saw some changes which will be familiar to today's learners and drivers. The first change was that learners had to bring their licence to their test. If they didn't, examiners could refuse to conduct the test—a rule which remains in force. Meanwhile, separate licences for automatic and manual cars were introduced. This meant that drivers who'd learned in an automatic could no longer legally drive manual cars. [Manual and automatic pass rates](#) differ to this day. The changes in the 1970s were even more radical. By 1973, there were more than 20 million drivers on Britain's roads. The old manual system was, therefore, increasingly unfit for purpose. So, in 1973, licensing was computerised. Out were the old red booklets—in were new green paper licences. Then, in 1976, full driving licences became valid until a driver's 70th birthday, ending the need to renew every three years. The extension also applied to provisional licences from 1982.

Check out the [DVSA's history of road safety](#) for an even more comprehensive look at the way our roads have changed over the decades.

The licence today



Image source: [gov.uk](https://www.gov.uk)

Today, we're so used to carrying around our pink photocard licences that it seems like they've been around forever. In actual fact, they didn't exist until 1997. Before this time, drivers in Great Britain only had their green paper licence, which didn't include a photo. The paper and photocard licences existed side-by-side until June 2015, when the paper counterparts were abolished. The following month, the Union Jack was added to all photocard licences for the first time.

As licences themselves have changed, so too has the process of getting one. A written theory test was introduced in 1996.

In 2000, it became a touch-screen test, and a hazard perception section was added in 2002. Some learners still find this change a bit off-putting—if you're one of them, take a look at our [guide to passing the theory test](#). Meanwhile, the practical has changed too: “show me, tell me” questions were introduced in 2003, followed by independent driving in 2010.

The most recent test changes came in December 2017, when [the new practical driving test](#) was introduced. Major changes included [new "show me, tell me" questions](#), one of which is now while driving, as well as a new manoeuvre involving [pulling up on the right](#).

Meanwhile, another key difference is that most driving tests now include sat navs, to reflect the widespread popularity of these handy devices. If you're thinking of buying your own, visit our article on [different types of sat nav](#).

Facts and figures with a game thrown in...

The first person ever to pass a UK driving test was **Mr R. E. L. Beere**. He got his licence on March 16th, 1935, and his test cost seven shillings and sixpence. It's not *quite* as cheap as it sounds—equivalent to around £25 in 2017—but it's still much cheaper than today's tests!

In the 1970s, the driving licence gender gap was huge. In 1975/76, only 29% of women had a licence, compared to 69% of men. There are still more men on the road today, but the gap is much narrower now. In 2010, 66% of women had a licence, whereas 80% of men did.

Amongst most age groups, the percentage of licence holders has remained fairly steady since the 1970s. However, numbers have dropped somewhat amongst 17-30 year olds since the highs of the 1990s. Meanwhile, the percentage of licence holders over 70 has skyrocketed from 38% to 57% since the 1990s. In fact, it was revealed in July 2017 that, for the first time, there are now [over 100,000 drivers over 90 years old](#). It goes to show that you're never too old to get on the road!

In 1935, the test pass rate was 63%. In recent years, however, it's dropped: current [driving test pass rates](#) stand at around 47%.

As mentioned above, the first driving licences in 1903 cost five shillings. When taking into account the changing value of the pound, that's worth around £28 in 2017. Interestingly, the price isn't much higher now: it costs £34 to apply (on line) for your first (provisional) licence. If you apply by post the cost goes up to £43. Prices were dramatically reduced in 2014 from a previous high of £50.

The only person who doesn't need a driving licence is the Queen. For most public events, of course, she's driven around by a chauffeur. However, she's certainly not shy about getting behind the wheel, having trained as a driver and mechanic as a teenager during the Second World War. She's even believed to have taught her own children to drive, and [loves getting back in the driver's seat](#) whenever she can.

We know that the Queen occasionally drives her Jag, but what do you have in mind for your own first set of wheels?

Just for fun, have a go at this Emergency Stop game to see what your average age is, in relation to how quickly our reactions are. My best came out as an 18 year old! (If only I knew then, what I know now 🤖)

[Emergency Stop Game blog post](#)

Above article taken from the Internet

Let's Talk About The 8am Driving Test

We know there are certain trends that hold true when examining pass rates. Over the years, the DVSA have gathered plenty of data covering millions of practical test passes and fails; everything from a driver's age and gender to the location of their test centre and transmission of their car.

From this data, we can form a few assumptions about how likely a driver is to pass first time (or any time). For instance, a 17 year old male driver taking his first manual transmission test in Greater Manchester is more likely to pass than a woman in the same area, who is in her 30s and has learnt in an automatic.

Of course, some of these factors are things we can't, or shouldn't, change. We can't make ourselves any younger, and it makes sense to learn to drive in the area in which we live. However, one factor that we can influence (to some degree at least) is the time of our test.

With that in mind, we've taken a look at some of the research that tries to establish whether any particular time of day indicates a greater possibility for passing than another. We're particularly interested in the 8am test, as it is often a divisive subject. Some pupils are convinced that an early morning test will see them more likely to pass; others that there is a greater chance of failure.

So what does the research say? And should the evidence, one way or another, influence your decision on taking your practical test at a certain time?

Does time of day affect pass rates?

Recent research conducted by an insurance company specialising in short-term cover, suggests that there is some correlation between time of day and chances of passing the test. But we can't draw a simple straight line to demonstrate this, because the findings suggested that pass rates fluctuate throughout the day.

By comparing this to the average passes of each area, it was concluded that the best time to take a practical test is in the evening—namely between 7 and 9pm. But, there's a significant problem with this...

If a test has already been taken, or someone has even looked for a test before, they might already know that a great many test centres close mid-afternoon. Since this was the most dramatic statistic—apparently, over 65% of those with their tests between 7pm and 9pm will pass—we are left over with a set of results that vary very little.

The data ranges from a pass rate of just over 52% between 9am and 11am, to a little less than 49% from 11am-1pm. Even these small differences in percentages can cause students to worry, or affect their decision about when they book their test. And that's not necessarily wrong: there are certainly factors that can influence the results that can reasonably be linked to time of day. With regards to the 8am driving test, it will perhaps surprise you that this is deemed to be within the 3rd most likely time period to pass—following both the evening and 9-11am slots.

In fact, there are logical reasons for this...

Factors associated with the 8am driving test

Rush hour

This is both a pro and a con. On the one hand, you can demonstrate your excellent clutch control. On the other, you really will need excellent clutch control...

As it's likely to be very busy, with lots of cars and bikes on the roads, there are a great many hazards of which you'll need to be aware. Parents on the school run may stop suddenly to let their kids out the car; children may be crossing roads; commuters may be speeding to get to work on time; bikes may be filing past on your inside, and in your blind spot.

It is perhaps for this reason that taking a test immediately after the rush hour, when the roads have quietened down, will purportedly increase the chances of passing by about 1 and a half percentage points. However, driving in heavy traffic is a skill that's needed to learn anyway, in order to be a competent, confident road user. Hopefully everyone will have encountered this sort of driving at some point or other during their lessons—and if not, then they'll need to be capable of adapting their general driving ability to this (and other) situations.

The morning rush hour may see you stuck in queues

Of course, if you are taking an 8am driving test, there is the advantage that the rush hour may prevent you having to drive very far—distance-wise—during your test. You'll still have to perform all your required

manoeuvres. But you may not quite get to that junction you've been dreading, or the notorious roundabout further away on your route. Done and dusted

With the 8am test, there is the added bonus of having it over and done with right at the beginning of the day. If at work with regular 9-5 hours, or attend school, college or uni, this can be a real benefit. There will be no need to ask for much—if any—time off; there will be nothing to catch up on; and if you don't want people knowing you're taking your test that day (in case you fail), you may well be able to keep it to yourself. It also gives you the whole day to celebrate if you pass!

More alert

One major reason for a strong pass rate occurring during the morning rush hour is that we tend to be more alert soon after we have woken up.

That's particularly true if you are naturally a 'morning person'. If you're more alert, then your reactions will be quicker, you'll find it easier to spot potential hazards, and make good decisions. All of these things are crucial when attempting to pass your driving test.

Given that the morning slots generally have better pass rates than later on in the day, the research does seem to suggest that there is some truth behind this assertion.

Learner drivers generally have a greater chance of passing in the morning than in the afternoon.

Does it even matter?

Data like this matters to those who want to ensure that they, *theoretically*, have the best chance of passing. However, because data such as time of day is influenced by external factors, it falls short on a few different levels.

- It misses out personal factors. You might have had a lot of lessons at rush hour, and be accustomed to driving in heavy traffic.

- External factors can change. A certain time of day does not automatically guarantee you certain conditions; it simply increases the likelihood of them. You may encounter heavy traffic in an evening—if there is a football match or other event occurring close by, for instance.

Alternatively, local schools may be taking an INSET day, dramatically reducing morning traffic. There are many things that could affect traffic levels.

- Small variations. A couple of percent here and there is not conclusive. But that's OK. In fact, it should be reassuring. It means that people taking their tests at different times of day have *roughly* the same chance of passing (other factors aside).

Essentially, taking an 8am driving test will most likely stand you in good stead for a pass. But there are factors far more important than time of day, all of which you can influence.

And last but not least- Will the last person to pass a manual driving test be born in the next five years?

That's the prediction as Britain switches to electric cars. The last person to take a UK manual driving test will likely be born in 2027. Half of new cars sold in 2021 were automatics, totalling 30% of cars on the road.

The number of automatic driving tests in UK rose to 41% in 2021 and by 2030 more than 8m motorists are expected to make the switch to electric.

Britain is heading towards an age of automatic cars, brought on by the upcoming ban on petrol and diesel new vehicle sales in 2030. The last person to take their driving test in a manual car could be born in just five years' time, new analysis by a well know motor Insurance firm suggests. The upcoming ban on the sale of new combustion engine cars will replace traditional clutch vehicles with electric models, as experts predict

a rapid shift towards automatic driving tests over the next decade.

A manual car's average lifespan is currently around 14 years, meaning the last new combustion engine cars will likely be scrapped by 2043 along with manual driving tests and analysis has suggested that the transition is already well underway.



Currently, manual cars still account for 70 per cent of the 31.7million cars on UK's roads. However, last year over half of new cars sold in Britain were automatic, compared to around 20 per cent a decade ago.

Motorists are already starting to shift to a more automatic world, as fewer people opt to take their driving test in a car with a clutch and stick shift gearbox. Research shows the share of tests taken in an automatic vehicle rose to 42 per cent of all driving tests in 2020/21. More than half of the 2.2 million people who learnt to drive in an automatic car are aged under 35, proving that young drivers are the main driving force towards more eco-friendly or automatic vehicles. More than half of young drivers plan to ditch the manual gearbox in favour of automatic or all-electric vehicles in coming year. This means that 2043 could likely be the last year that the then 'current' cohort of 17-year-olds, who will be born in 2027, could learn to drive a car



with a manual gearbox. Young people are also making the biggest waves in the move away from manual petrol or diesel cars, as currently half of all electric vehicles on the road are owned by people aged under 35. These cars also account for 41 per cent of all automatic cars driven by this age group, compared to just 13 per cent of those aged 35 or over. Around 8.6 million motorists are expected to make the switch to an electric vehicle by 2030, due to the phasing out of the sale of new petrol and diesel cars and around 11.4 million motorists expect to switch following the ban, most likely in line with whenever they need to replace their existing car. Ian Exworth, director of emerging markets at Direct Line, said:

'There is no doubt that the ban on petrol and diesel cars will change the face of motoring in the UK, and one significant side effect of this is a rise in automatic cars. With a hard deadline in place, it is no surprise to see that motorists are already shifting their habits, with more people opting to learn in an automatic and moving away from manual gearboxes.'

Learning to drive in an automatic car could also be the cheaper option for new drivers in the long run. Some [electric cars are now a better value purchase](#) than petrol alternatives, as research suggests that drivers who go all-electric can save an average of £3,862 over seven years. And, as we shift towards automatics, our driving tests are likely to see huge changes, as [three in five 17-to-24 year-olds are planning to bag an automatic licence](#) rather than a manual one in the next few years.

Ian added:

'The idea of switching from a manual car may be daunting, and nearly three fifths of motorists do not feel entirely confident about switching to automatic. But with eight years to go until the ban comes into effect; we'd encourage motorists to keep an open mind and explore their options when choosing a new car. The change from manual to automatic, and then on to electric, may not be as drastic as people think.'

Laughter is the Very Best Medicine.....

A man was talking to God:

The man asked God, "how long is a million years? "

God replied "To me, it's about a minute"

The man then asked God, "how much is a million dollars? "

God answered "To me it's a penny"

So the man asked God for a penny? "

God replied "Wait a minute"



A teacher said to his class:

"George Washington not only chopped down his father's cherry tree, but also admitted it.

He then asked Louie, if he knew why his father didn't punish him"

Louie replied "Because George still had the axe in his hand"



Paddy Hopkirk MBE
14 April 1933 - 21 July 2022



It is with great sadness that we announce the passing of Paddy Hopkirk MBE, former rally driver from Northern Ireland, and Mature Driver Ambassador for IAM RoadSmart since 2016.

Paddy was a loyal, enthusiastic, and hard-working Ambassador for our charity and members and he leaves behind an incredible legacy of motorsport and business success; he won the Monte Carlo and Acropolis Rallies and was awarded an MBE in the New Year's Honours List 2016 to recognise his achievements in motorsport and education. He showed great commitment and passion for passing his knowledge on, and he made a particular impression on young drivers.

Paddy passed away peacefully at Stoke Mandeville Hospital in Buckinghamshire on Thursday 21 July 2022, and he will be greatly missed by friends, family and colleagues.

Beloved rally driver, racing driver, motorsport ambassador and winner of the 1964 Monte Carlo Rally, Paddy Hopkirk MBE, passed away, on 21 July. He was 89 years old.

Born in Belfast, Paddy was raised as a Catholic, and educated at Clongowes Wood College in County Kildare from 1945 to 1949 before attending Trinity College, Dublin until 1953. However his academic career was held back by his dyslexia. He first learned the basics of car control at the age of nine, when a local clergyman left him his invalid carriage in his will. He later graduated to a motorcycle with a sidecar - which was added at the insistence of his father, who felt it would be safer - and upon attending Trinity to study engineering, he acquired an Austin 7 "Chummy" Tourer which he used to make his rally debut. Now bitten by the car bug, Paddy dropped out of university to start working for Dublin's Volkswagen assembler's retail operation in Ballsbridge, where he purchased a string of used Volkswagen Beetles to enter in competitions.

Though most closely associated with the Mini, Paddy's (and it was always Paddy) rallying career and first win began behind the wheel of a Volkswagen Beetle; works drives with the Standard Motor Company, and Rootes Group, quickly followed.

His move to the British Motor Corporation's Competitions Department began with a drive in an Austin-Healey 3000 on the 1962 Liège-Sofia-Liège rally, but it was the outright win on the [1964 Monte Carlo Rally in a Mini Cooper S, alongside co-driver Henry Liddon, that cemented his status as a rally driver.](#)

He became a household name overnight, and his Mini, registered "33 EJB", did much for the model as a worldwide motorsport icon, transforming it from a plucky underdog into a serious contender.



As Paddy recalled when speaking with Andrew English about that win, he and 33 EJB were on the front of every British newspaper following the Monte victory. The little red Mini was shipped back to Britain to appear on *Sunday Night at the London Palladium*, Lew Grade's prime-time entertainment show with Bruce Forsyth and Tommy Cooper; viewing figures reached approximately 22 million and its use of the mini led to the car taking a starring role in *The Italian Job*.

Three years later, he was made a life member of the invite-only British Racing Drivers' Club (of which he had been a member since 1965), holding directorial and vice president roles before being elected president between 2017 and 2019. In later years he would promote the interests of WheelPower, a wheelchair sports charity.



His actions on the 1968 London-Sydney Marathon were gratefully remembered; while second, he and then co-driver Tony Nash stopped to rescue the trapped crew of the leading Citroën DS, which had been hit head-on by another car on a stage section that was supposedly closed to the public. By relinquishing the lead, Hopkirk and Nash saved the lives of Lucien Bianchi and Jean-Claude Ogier; Andrew Cowan's Hillman Hunter was declared 'unofficial winner' of the 10,500-mile race, with Hopkirk's Austin 1800 placing third. He would finish ahead of Bianchi and Ogier nine years later in a revived London to Sydney Rally, driving a Citroën CX. 30 years after his win in Monte Carlo, Paddy once again put a Mini on the podium, winning the RAC Golden 50 in 1994, with a Rover Group-prepared Mini Cooper, "L33 EJB" recalling the registration mark of his famous Sixties "S".

Hopkirk, in the number 8 Austin Mini Cooper S (the one in front) and John Fitzpatrick (9) during an International Production Touring Car Race at Silverstone, 1964. Photo: Evening Standard/Hulton Archive/Getty Images



A long and successful range of motoring accessories were made in Hopkirk's name; he also became a MINI brand ambassador with a Monte Carlo Edition car named after him in 2021; former co-driver Alec Poole built [four replica Mini Cooper "S"s in the early 90s](#), with the pair later endorsing Vitesse Global Limited's "Project 59" Mini restomod range.

He was inducted to the Rally Hall of Fame, alongside Timo Mäkinen, Rauno Aaltonen and Erik Carlsson, in 2010. Paddy is survived by his wife Jenny, their three children Katie, Patrick and William, and his six grandchildren.

His family, who will announce details of a memorial service at a later date, released a statement which said: "First and foremost, Paddy was a loving husband, father and grandfather, whose passing will leave a huge hole in the lives of those closest to him. But Paddy also leaves an incredible legacy of motorsport and business success, while his hard work in support of the British motorsport and wider car industry continued until his final days. His family, friends and fans will never forget his sharp wit and wicked smile. He brought fun and joy to anyone in his company and inspired many."

The BRDC paid tribute to one of the giants of motorsport, saying:

"We thank Paddy for his dedication and love for the Club. On behalf of the Club, we send our love and thoughts to his family at this difficult time."





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

Dates in August 2022 Holidays, events, celebrations, awareness and special events

Commonwealth Games 2022

28th Jul to 8th Aug 2022

The Commonwealth Games is an international multi-sport event involving athletes from the Commonwealth of Nations. In 2022 it will be held in Birmingham UK.

[Website](#)

Yorkshire Day

1st Aug 2022

Celebrated on 1st August each year to promote the historic English county of Yorkshire.

[Website](#)

International Owl Awareness Day

4th Aug 2022

International Owl Awareness Day aims to celebrate one of the most iconic bird species and raise awareness to their plight in the wild and what we can all do to help protect them.

International Cat Day

8th Aug 2022

Organised by the International Fund for Animal Welfare, this is a day to think about your furry friend and appreciate everything you love about them.

Universal & International Infinity Day

8th Aug 2022

Held on the 8th day of the 8th month of each year to celebrate and promote Philosophy and Philosophizing for the ordinary person.

Rice Pudding Day

9th Aug 2022

Yes, this really is a thing. Just have some rice pudding today. Enjoy!

World Lion Day

10th Aug 2022

Founded by Big Cat Rescue to highlight the importance of the lion globally and to raise lion conservation awareness worldwide.

World Elephant Day

12th Aug 2022

A day to bring attention to the urgent plight of Asian and African elephants. World Elephant Day asks you to experience elephants in non-exploitive and sustainable environments where elephants can thrive under care and protection.

Left Handers Day

13th Aug 2022

Your chance to tell your family and friends how proud you are of being left-handed, and also to raise awareness of the everyday issues that lefties face in a world designed for right-handers.

[Website](#)

International Orangutan Day

19th Aug 2022

Awareness for orangutans around the world, some of which are facing extinction within the next two decades.

World Photo Day

19th Aug 2022

World Photo Day is an international photography event on August 19th that celebrates the passion for photography in our communities.

[Website](#)

International Dog Day

24th Aug 2022

A day to celebrate man's best friend.

International Bat Night

27th Aug to 28th Aug 2022

A night to celebrate bats and learn about the way bats live and their needs with presentations, exhibitions and bat walks.

[Website](#)

Summer Bank Holiday

31st Aug 2022

Last bank holiday in England and Wales before Christmas!

The myths about speed cameras and how they really work, according to the AA

AA warns drivers to ignore 'dangerous' myths surrounding speed cameras



They are seen across the roads of the UK as a way of making them safer. And they have been proved to be effective in reducing accidents. And while many people accept they are part of modern British life, there are some keen to dodge them to avoid their bad driving being penalised.

There are a number of myths on how to avoid getting caught on camera. Myths which the AA wants motorists to ignore. The first speed camera was installed in the UK in 1991 - and was introduced to ensure motorists stayed within the legal driving limits to preserve people's safety. A study from London School of Economics

conducted between 1992 - 2016 estimated that speed cameras reduced deaths from road accidents by between 58% - 68%. A whole host of tricks have since spread about how drivers can beat speed camera, but the [AA](#) warned drivers must ignore these dangerous myths.

The motoring association said:

"You shouldn't be trying to avoid getting caught. It's safer for everyone to stick to the limits - and the law - by not speeding in the first place."

One of the common myths the AA identified was the belief drivers can fool the speed calculations on an average speed camera network by changing lanes. The AA said:

"While older speed cameras could've been 'tricked', more advanced cameras now use multiple sets of cameras at each point to track all the lanes and compare average speeds.

Although the Department for Transport have revealed all speed cameras are set to be painted yellow to improve visibility, the AA debunked another common myth that speed cameras need to be visible in order for the offender to be penalised.

The AA said:

"Just because you didn't see a speed camera clearly doesn't mean the fine is invalid. They aren't there to be spotted and dodged - the point of them is to encourage drivers to stick within the speed limit."

How do speed cameras work?

The first camera type is still used today and is named the Gatso after Dutch rally-driving inventor Maurice Gatsonides. The Gatso is a type of fixed speed camera which means that it records the speed at which your car passes at a particular spot.

According to the AA, there are four different kinds of fixed speed cameras and these are mainly found in locations where it is vital that you slow down to preserve people's safety - such as near a school crossing.

Another type is the average speed camera - which records the speed that drivers are travelling at on different points over a length of road. This means drivers are unable to just slow down as they approach the camera and there is no limit to how long an average speed camera network can be - as the SpeedSpike average speed cameras can fit into a network of up to 1,000 separate cameras.

The other type of speed camera is a speed and traffic camera - which uses radar to capture how fast a driver is going. If your car is detected as breaking the legal limit, the speed camera will take a digital image of the vehicle including the colour, type, make and registration plate.

The registered owner of the vehicle will then be sent a Notice of Intended Prosecution (NIP) within two weeks of being caught. The minimum penalty for speeding is generally a £100 fine and three points on your licence. However, this can be escalated depending on how much you broke the speed limit by - or if you are a repeat offender.

Article taken from AA website

Drivers face £5,000 fines for easy indicator mistake

Making a simple indicator mistake could land drivers with eye watering £5,000 fine



Motorists face £5k fines and nine points for an indicator mix-up. Making a simple indicator mistake **could land drivers with eye watering £5,000 fines.**

Not using your car's indicators could actually end up costing you a lot. **Section 3 of the Road Traffic Act 1988 states :**

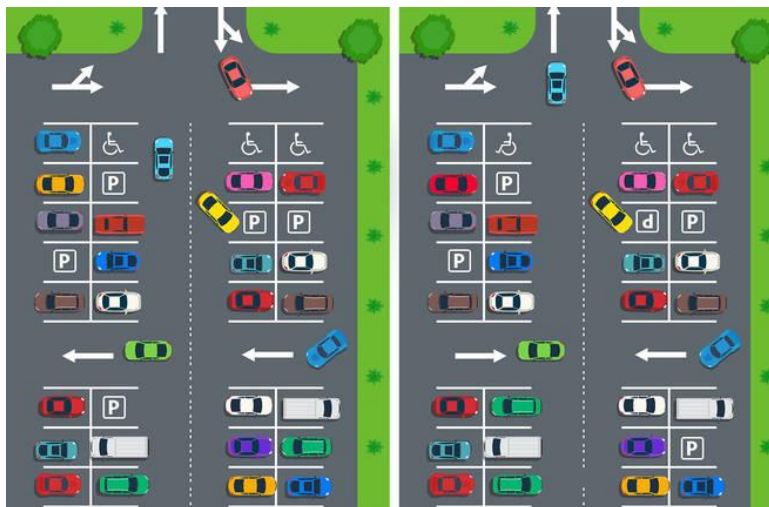
"If a person drives a mechanically propelled vehicle on a road or other public place without due care and attention, or without reasonable consideration for other persons using the road or place, he is guilty of an offence."

The Highway Code rule 103 states:

"Signals warn and inform other road users, including pedestrians, of your intended actions. You should always give clear signals in plenty of time, having checked it is not misleading to signal at that time and use them to advise other road users before changing course or direction, stopping or moving off. You should always cancel them after use. Make sure your signals will not confuse others. If, for instance, you want to stop after a side road, do not signal until you are passing the road. If you signal earlier it may give the impression that you intend to turn into the road. Your brake lights will warn traffic behind you that you are slowing down. Use an arm signal to emphasise or reinforce your signal if necessary. Remember that signalling does not give you priority."

James Rodger Content Editor Birmingham Live 15 JULY 2022

CAN YOU SPOT THE 10 DIFFERENCES IN THE PICTURE BELOW?
(answers in next months' Newsletter)



What am I? Look in my face, I am somebody;
Look in my back, I am nobody.

Last Months' Answer – A Joke! –

And finally.....don't forget to look us up on the links below:



Group Website

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



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