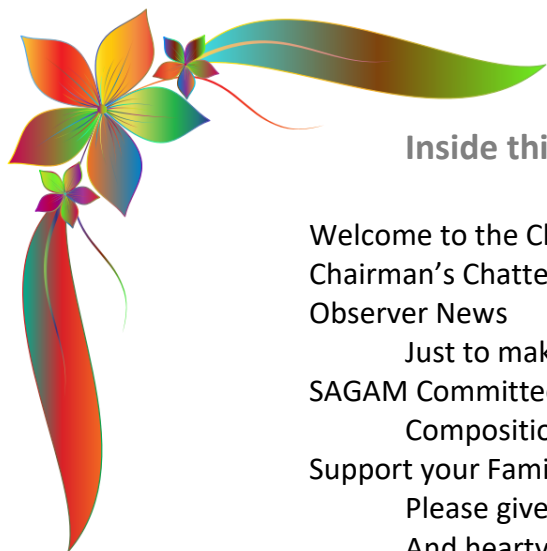


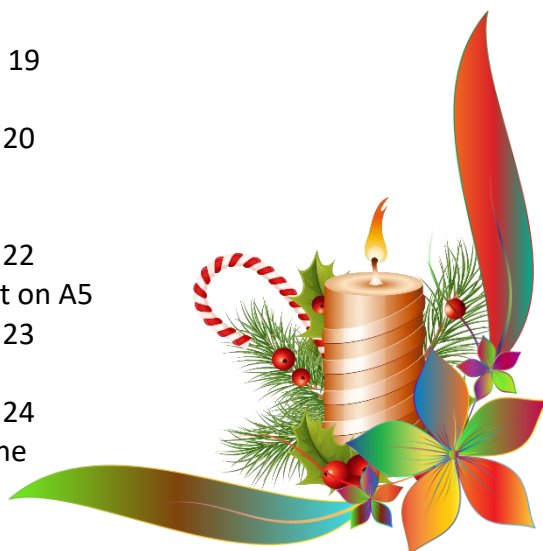
Scunthorpe & Grimsby Advanced Motorists

Group No 7080 Charity No. 10631 December 2021



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Welcome to the December edition of your newsletter

Where *HAS* this year gone??

Christmas is almost here and I really thought I had done most of my Christmas shopping until looked at everything and realised I still have quite a bit to get 😞 I know some people who have done all theirs and have even wrapped everything!....how are you getting on?



I know it's a little bit early, but I would like to wish you a very Happy Christmas and I hope that this year makes up for the year we lost due to the dreaded Covid. I'm sure 2020 will go down in history and in years to come, the children at school will be taught about how we dealt with it and what we could have done to make it better....just like we did in school when we were taught about the Bubonic Plague. I hope you have managed to keep safe and well this year and although there is a flippin' new variant hopefully, 2022 will be much better for all of us.

This edition carries the writeup of the Electric Car Experience at Pentagon Car Showrooms in Scunthorpe organised by Paul Cassell and enjoyed by the observers (and me!). When you read the article, I think you'll get the feeling that we all ready did enjoy it immensely.... I'll leave you to make your own mind up!

There's also some important information from North East Lincs Council as well an article regarding new builds and what the government has said needs to be done in relation to the country, and indeed the whole world, to reduce carbon emissions by 2030.

Did you find the Ad Lad? Tony Woodhouse was the first to find him closely followed by Carol Blades. He was on the front of the petrol can on page 9! This month he's been very sneaky and hidden himself somewhere very unexpected. Please drop me a line and let me know where he is.



Chairman's Chatter

Hello again everyone - aren't we having some strange times right now? After the Covid started we all had to get used to a totally new way of living but just as we start to come out the other side, then yet another variant rears its ugly head. I think all we can do is follow the government guidance and be sensible. While ever we can in relative safety, we will continue giving guidance but it's all a steady as you go process. I'm pleased to say the driver training is still going well, both on the associate side and the observer's side and our observer training officer Paul Cassell, is doing a brilliant job in keeping us all working to the same end product. Thank you, Paul. On the 8th November, most of the observers had a brilliant evening playing with electric cars, but you can read more about that elsewhere in this mag.

We are currently involved in securing guest speakers for the resumption of our group social meetings and as always, we need to know what subjects you'd like to hear about, and what variety you think might be a good balance. Moving on, we have recruited our first candidate form the Safer Roads Humber young driver's programme. We are hoping for more, so that we can really get it rolling well. We've also done a few taster sessions with potential new members, so things are still going on at a nice pace.

Of course, there's also some celebrations due, fingers crossed with Christmas and the new year. Hopefully we can all enjoy this festive period spending time with family and friends and making up for the difficult year it's been.

Well, I think that's about all I've got to tell you, except to say I hope you can all continue to stay as safe and well as you can, under the current conditions, and of course to wish you all a very merry Christmas and a safe and happy new year. Let's all hope that 2022 will be a better year for us all. Thank you for your continued support.

Terry Heath, Chairman 7080

Observer Team News- December 2021.

Hello again from the Observer Team, we hope that you will enjoy this month's update.

First of all, Congratulations are in order to Sue Harris and Terry Heath who have both recently been successful in passing their National Observer re-assessments, so well done both of you. (To retain National Observer status, a re-assessment of both driving and observer skills are carried out every five years).

Also, Congratulations to associate Justin Elliott on his successful IAM RoadSmart test upon which he gained F1RST. A great result Justin. Well done also, to your observer, Sue Harris; a great achievement for you both. The rest of the team and their associates are working hard with some check tests imminent.

We would like to welcome member, Chris Bilton to the team. Chris is keen to be a Local Observer and has recently started his training. We hope you will enjoy the experience, Chris.

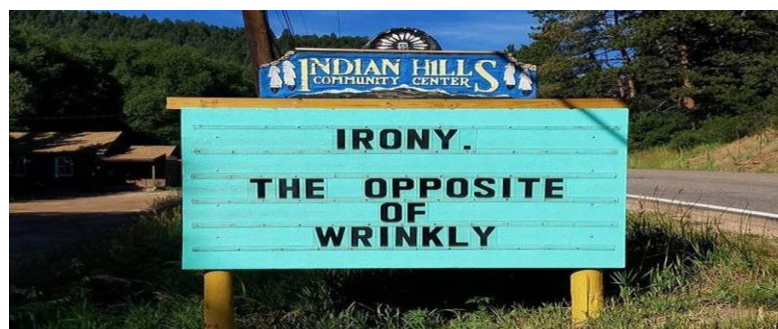
Safer Roads Humber, Young Drivers' initiative has been set up now and full details are on our group website. Since the last Team News, the team enjoyed an evening gaining valuable experience of and driving electric cars. We were kindly invited by Pentagon SEAT/Peugeot dealership at Scunthorpe, to their showroom where Rob and Mark answered our questions, then, allowing us to drive their e Hybrid SEAT Leon and Peugeot electric 208 cars. A full report on our fantastic experience can be found elsewhere in the group newsletter. Finally, this will be the last Team News of 2021 so we wish you all a very Merry Christmas and Happy New Year.

Paul Cassell

on behalf of SAGAM Observer Team.



Just to make you smile.....



Kindly supplied by Terry Heath

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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

The current composition of our group is made up as follows:

Full Members - 84

Associate Members - 10

Total Members - 94

Please have a look at our new web page which includes lots of useful information

including our Monthly Quiz

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

The Area Service Delivery Manager for our region (East Midlands and North Yorkshire)

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Group Website

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



SAGAM can be found on Facebook at: [@SGAMG1](https://www.facebook.com/SGAMG1)



You can Follow us on Twitter: [@ANDGRIMSBY](https://twitter.com/ANDGRIMSBY)

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
7, West Green
Messingham
North Lincs
DN17 3QT

Cheques should be made payable to:
The Institute of Advanced Motorists
For more information contact: Terry Heath on:
01652 655601 or visit our website

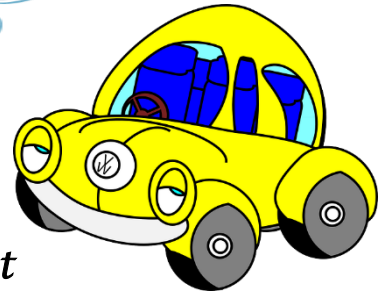
www.scunthorpegrimsbyadvancedmotorists.org

*****Take advantage of our current offer at the reduced price of £119.00*****



Please give a very warm.....

Welcome



to our new member, Jordan Moffat



And a hearty

You did it!
Congratulations

*To Justin Elliot on passing his Advanced Driving Course with a
FIRST*



Justin's observer was Sue Harris.



New homes in England to have electric car chargers by law

New homes and buildings in England will be required by law to install electric vehicle charging points from next year, the prime minister has announced.

The government said the move will see up to 145,000 charging points installed across the country each year. New-build supermarkets, workplaces and buildings undergoing major renovations will also come under the new law. The move comes as the UK aims to switch to electric cars, with new petrol and diesel cars sales banned from 2030. Announcing the new laws at the Confederation of British Industry's conference on Monday, Prime Minister Boris Johnson said:

"This is a pivotal moment - we cannot go on as we are. We have to adapt our economy to the green industrial revolution."

But Labour said the announcement does not address the appalling geographical divide in available charging points. They said:

"London and the South East have more public car charging points than the rest of England and Wales combined. Yet there is nothing here to help address this. Nor is there help so lower and middle-income families can afford electric vehicles or the investment required to build the Gigafactory's we need,".

The government said the new laws will

"make it as easy as refuelling a petrol or diesel car today".

It said simpler ways to pay to charge vehicles through contactless payments would also be introduced at all new fast and rapid charge points. Britain currently has about 25,000 charging points, but the Competition and Markets Authority has said it could need 10 times as many before 2030. The switch to electric vehicles is part of the UK's strategy to hit climate targets, with cars and taxis accounting for 16% of UK emissions in 2019. Several major car manufacturers, such as Jaguar and Volvo plan to go all electric from 2025 and 2030 and Ford has said all vehicles sold in Europe will be electric by 2030 and recent statistics show that electric car sales are growing, with about 10% of cars sold in 2020 being electric, up from 2.5% in 2018. However.....



COP 26: Four major carmakers fail to back zero emissions pledge

What did the pledge made at COP 26 say?

[The declaration](#), which was made at the COP 26 climate summit in Glasgow, called on signatories to speed up the global transition from cars that burn fossil fuels to zero emissions vehicles, which include electric cars and hydrogen fuel cell vehicles.

The agreement signed by governments and city authorities across the world commits signatories to ending the sale of new cars that produce emissions in "leading markets" by 2035, and globally by 2040.

Investors and banks said they would support the transition, and some fleet owners pledged to make their car and van fleets green.

Who signed up the list?

Some major carmakers were signatories, including Ford, General Motors, Jaguar Land Rover, Mercedes-Benz and Volvo. Governments that signed up included Canada, Denmark, India, Ireland, Mexico, the Netherlands, New Zealand, Sweden, and the UK - although [Britain has already said it will ban sales of new petrol and diesel cars from 2030](#). Some US cities and states put their names to the list, including New York and California. Investors including Aviva and NatWest, and fleet owners including supermarkets Sainsbury's and Tesco also signed up.

Who was absent from the list?

While some parts of the US such as Dallas, Los Angeles and New York City signed up, the US itself, which is the biggest car market, remained off the list. China, which is the second-largest car market, was also absent. Germany, the largest car market in the EU, did not sign up. The world's largest car manufacturers, VW and Toyota, were not on the list, alongside rival car giants Renault-Nissan and Hyundai-Kia. Volkswagen, which recently unveiled its ID.5 electric SUV, said that;

"while it was creating electrified products, the environmental benefits of signing up to the pledge were not clear-cut when electricity production in the US and China is still heavily reliant on burning fossil fuels".

A spokesman said major markets relying on fossil fuels to produce electricity means;

"the argument isn't there for pledging to only sell electric and other zero emissions cars by 2035, adding: "We are just being realistic. We believe that an accelerated shift to electro mobility has to go in line with an energy transition towards 100% renewables," The Volkswagen Group, representing business activities in all major markets worldwide, decided not to sign the declaration at this point in time".

Toyota, which put its first commercially produced electric cars on the road in 1997, said it will;

"Provide the most suitable vehicles, including zero emission products, in response to the diverse economic environments, clean energy and charging infrastructure readiness, industrial policies, and customer needs in each country and region".

Why does this matter?

Transport in the EU and the US accounts for about a third of carbon dioxide emissions from those locations, which is one of the greenhouse gases contributing to global warming.

Of that total, in the EU, about 70% comes from road transportation. For this declaration in Glasgow to have been a breakthrough, it needed the backing of major governments and car manufacturers, Professor David Bailey of the University of Birmingham Business School said.

"Without the US, China and Germany on board, we are not going to get vehicle emissions where we need to be by 2050," Professor Bailey said, adding that the big car makers also need to be "on board".

He said that the US

"Has a penchant for big pick-up" trucks that will need to be electrified eventually, but a 2035 target for new sales would not gain popular support for US President Joe Biden. The car industry in Germany is split between car electrification and wanting to use synthetic fuels, while China is heavily reliant on coal, and building more coal power stations. China setting zero emissions vehicles' sales targets would beg the question about why it was not committing to more electricity generation from renewables.

Were there any more COP 26 transport announcements?

The UK launched the Zero Emission Vehicle Transition Council (ZEVTC), a group of 30 countries that "have agreed to work together to make zero emission vehicles the new normal", the government said.

It also announced that all new heavy goods vehicles will be zero emission by 2040, with HGVs of 26 tonnes and under being phased out from 2035. Industry body the Road Haulage Association said that it was "concerned about the timing of phasing out some sizes of new trucks from 2035".

The RHA's managing director of policy and public affairs, Rod McKenzie said:

"We support the government's aim to decarbonise but the pace may be impossibly fast. Care is needed to ensure that all markets are served and future disruption to the supply chains are avoided. We would like the deadline extended for lorries over 18 tonnes by five years with support for hauliers in making the transition. Proven alternatives to diesel for all uses, locations, ranges and the heaviest trucks don't yet exist. It will require continuous review of the timeline over coming years to ensure a sustainable and successful transition to zero tailpipe lorries."

The UK also announced a new design for electric vehicle charge points

"which could become as iconic as the Great British post box, London bus or black cab".

Electric Car Experience.....

Wow!!! what an experience it was! Paul Cassell had very kindly arranged for the observers to go to the Pentagon showroom after hours in Scunthorpe, to look at and in some cases try out, some of their electric cars. I was invited along as the newsletter editor to see how they got on but was fortunate enough to have the opportunity to drive one myself! I have tried to write this article from a general point of view and I hope it covers the main points of the night. However, further down in this article, you will be able to read my personal thoughts as well as some of the other members' opinions/thoughts on their own drive.

We all arrived at 5.55pm to find Robert and Mark (showroom colleagues) waiting for us. Mark (right) made a prompt start, explaining about the two cars we would be able to use. The first was a Peugeot e-208 which was fully electric and the other a SEAT Leon Hybrid. Personally, I've never been 100% sure of the difference but Mark explained it very well, saying the 208 ran only on electric and the SEAT had both a battery and an engine. He told us that the car had a 100kW or 136hp engine and 260Nm of torque which is available from 0mph. After doing some research myself, I discovered that Nm stands for Newton meter and is the Unit of Torque which is the twisting force that tends to cause rotation. The point where the object rotates is known as the axis of rotation. Interesting. Mark went on to say that when fully charged, the battery can cover up to 217 miles. Again, after some research, I found that this figure is based on the WLPT (Worldwide Harmonised Light Vehicles Test Procedure) which takes into account different variations. Mark explained that depending on the road conditions, the usage of the radio and the headlights to name but a few, determine how far the car will travel on a full battery. So, using the radio, will lessen the milage as will having the heater on. Charging the car is done via a charging point either at home or by using the points installed in car parks, supermarkets for example. There was an article in the August newsletter

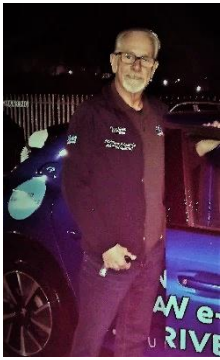


regarding government grants to have a charging point put in where you live. Robert (left) explained it's much better to use a proper charging point but you can charge from the sockets within your home as long as you use a heavy-duty extension cable as the charge is too strong for an ordinary one and will burn the cable after a while. He took us over to the one they had in the showroom and explained that when the charging cable is in situ, once the car itself is locked, it also locks in the charger, so it can't be stolen. As well as a normal charge using the 7 pins, the car can also have a fast charge by removing the rubber bung at the lower end of the charging point to make 9 pins, as can be seen in these two photos.



The Electric experience gives the driver a quiet and very comfortable ride as myself and Terry found out. We decided we would go out in pairs, however, there was 9 of us. Unfortunately, one of us didn't have a driving licence as the DVLA had dragged their feet returning it, so CB asked to ride shotgun with PC and KS. AH teamed up with LC, JW teamed up KN and I (JB) teamed up with TH. We had had to show our driving licences and complete a form before we were able to go out. Robert did all the paperwork required for us to take the cars out for test drives. He said the forms were for insurance purposes and to make sure that if anything should happen whilst we were out, they knew who the driver was. Personally, I now think it was to make sure we took them back! TH and JB took the **Peugeot e-208** and TH drove first.

This is what **TH** thought about the whole experience;



“Most of our observers assembled at Pentagon car showroom Scunthorpe. We were introduced to senior sales executive Rob, and his colleague Mark, who were brilliant hosts for the evening. After a cuppa, they told us all quite a lot about electric cars. I had read some articles on ERV's and really learned a lot more that night. We had practical demonstrations about re charging. Then came the next step, " fun time" Jan Burditt and I shared a car and we got a Peugeot 308. There were diesel engined 308 vehicles at my work place which I drove regularly, but I never really liked them much at all. However, it didn't take long to change my mind when we got going! The acceleration was unbelievable, but so was the quiet running. The way we achieved speed loss was so simple, but so successful, one just removed the power from the accelerator, and the deceleration was so noticeable, and that did away with a lot of the physical act of braking too. There were bits that we didn't have time to appreciate to their full potential, but I was very impressed indeed. There seemed to be just about everything known to man in or on that car, to make the experience a pleasant and positive one. Then it was Jan's turn to drive and I think to be fair Jan enjoyed it just like I did! We both drove the same course so we could compare things that were similar or not as the case may be. I won't say any more on that score, except to say, I think she's saving up her pennies hard right now!”

And TH is right because I thoroughly enjoyed it too! As soon as we sat in the car, it looked a little difference and did in fact, look like an automatic. Now I'm not sure if you have ever driven an automatic before (I guess most of us have) but the gear stick is a bit different to a manual car insofar as instead of having the regular 1,2,3,4,5 and maybe 6 gears indicated, it has a drive, park, neutral and reverse option. In this car, by pressing a button at the top, right-hand side of the stick and moving it forward, eased it into the position required, which in our case was DRIVE! Mark had explained that its necessary to keep your foot on the brake when stating the car otherwise, it tends to move forward on its own. So, TH had put his foot on the brake before he pressed the start button. We heard a click followed by a whirring sound and the car was ready to go. Listening carefully, we could only just hear the engine but we were ready for the off. When he released the brake, we started moving forward slowly with the speed gently increasing as he put his foot onto the accelerator. Once out onto the dual carriageway, we made it to 70mph in no time at all. There was hardly any sound at all other than the normal road noise and we settled back to enjoy the round-trip Mark had advised us to take. We both enjoyed the drive and returned to the showroom after about 20 minutes.

Now it was my (**JB**) turn to drive with TH as my passenger.



“I have always said, I'm not interested in having an electric car at all and so was surprised that I had enjoyed it so far. After adjusting the hight of the seat, positioning the mirror and putting on the seat belt, we travelling out of the parking area at Pentagon, I waited for a clear run out onto the dual carriageway (I think it's called Motlash Hill) and once on the road, I accelerated from 0 to 65 in a matter of seconds, not that TH gained a permanent smile of course, but at a sensible rate. We made our way up to the roundabout and carried straight on toward Brigg. It was dark and so I had the headlights on. We turned right onto a road unknown to me and to be honest I didn't really know where I was or where I was going, so TH was my navigator! When I was the only car on the road, I put the main beam on and said to TH, that I couldn't see any indication that the main beam was actually on but clearly from looking ahead, it was. As cars approached and past, I turned it off and on but still couldn't see anything on the dash board to say it was on, although after a while, I did see a little green headlight which is obviously normal for when the headlights are on. It was on the left-hand side of the dash display and very small. However, I eventually saw that the green headlight turned blue when the main beam was

on, which again is normal. I thought it was quite inconspicuous and TH agreed it could have done with being a bit bigger and in a better place, but that's a trivial matter and something the driver would quickly get accustomed to. We discussed the IPSCA system of car control and taking into account that I am not an observer, I thought it wouldn't make a great deal of difference insofar as taking the G for gears out, would obviously leave IPSCA as the electric car dictates that the driver is a) unable to stall the car and b) doesn't have to change gear at any time whilst moving. I guess when a driver who has a completely automatic car does the IPSCA anyway. Terry seemed to agree and as we had taken the route Mark had advised, all too soon we arrived back at the showroom and my drive was over. I really liked this car. I felt both comfortable in it as well as driving it and really liked the way it handled, so much so that when I got back inside, my first words were its great - I want one!! and Robert laughed because I had said I wasn't bother about *any* electric car".

This car was also taken out by LC and *his* thoughts are;



"I was grateful for the experience, it answered some of my questions. I was surprised at how different an all-electric car felt under acceleration and handling and gave me a great insight into this".

Peugeot e-208 Specs Overview

2wd Auto Electric 5dr	
Power (bhp)	136 bhp
Acceleration 0-60 mph	7.8 secs
Range	194 - 217 miles
Insurance group get an insurance quote?	28
Road tax	£0 per year
Dimensions (mm)	Length 4055mm X Width 1960mm

Peugeot e-208 Costs

What is the price to buy a used and new e-208 Hatchback 2019 and what is the overall running cost?

Miles per pound - home charging	23.3 - 26.0 mpp
Miles per pound - public charging	10.3 - 11.5 mpp
Additional cost to lease battery?	No
Energy consumption	3.5 - 3.9 miles/kWh
Latest test standard (WLTP) Explanation	
Price when new	£32,975
Used price range	£20,975 - £29,120

Above specs taken from PARKERS website

The **SEAT Leon HYBRID** was taken out by PC, JW and KN, with CB riding shotgun. This car has both a battery and an engine. Mark said it would probably have about 40 miles left in the battery as he was using it to travel to and from work in. However, there would be enough for each driver to take the same route as TH and myself had done and get back without having to use the engine so to all intents and purposes, it was just like driving an all-electric car, in fact when we returned to the showroom, PC did actually say as such because the engine hadn't been need/kicked in. Mark and Robert had told us about the difference between the two cars. In a hybrid car, the batteries not only provide energy but also get recharged while driving, whereas the batteries of an electric car do not get recharged unless plugged to some source of energy. Another difference between hybrid and electric cars is that the former is known as a Low Emissions Vehicle (LEV) and the latter are categorised as Zero Emissions Vehicles (ZEV). With the Hybrid cars more eco-friendly than the conventional vehicles, the electric cars are considered to be ecologically more perfect. Very interesting.

Here are **PC's** thoughts on the SEAT Leon HYBRID;



“Our Observer Team were invited to Pentagon SEAT /Peugeot car dealership, Scunthorpe to gain knowledge of and test drive their electric cars. Pentagon, sales executives, Robert and Mark began the evening by explaining how the vehicles work and the advantages of going electric which can be read in the main article. Following this, we were introduced to our cars for the evening, an all-electric Peugeot e-208 and a SEAT Leon e-HYBRID. Having been a SEAT driver for years I chose to try the e-HYBRID, which has petrol and electric power. Charged up and ready to go, with a route of 6 miles or so decided. I pushed and slid a few buttons to electrically adjust my seat, mirrors etc and was ready to go. My initial concern, that there is only a brake and accelerator pedal, was soon quashed when I delicately eased the accelerator to get the car moving, then onto the brake to stop. Unlike petrol or diesel powered cars, the electric power to the wheels is instant making these vehicles quick off the mark. I was aware of this so I decided that caution was best policy until I was comfortable with it. (PC ready for his drive ([right]) Confidence built, I began to enjoy the smooth power delivery, which, combined with the naturally smooth drive of the Leon, this car was really good to drive. The petrol engine did not need to deploy during this drive, because the route used was much less than the approximate 40 miles of range available using electricity only. Using the Roadcraft system of car control which we use as IAM RoadSmart advanced drivers, should be no problem and as our first associates begin to arrive in their Electric cars, we as the Observer Team for SAGAM will be well prepared to help them. The knowledge and enthusiasm shown by Robert and Mark seems boundless and a big thank you to them and of course the team behind them for a fabulous insight into the direction that vehicle technology is moving now”.

And **JW's** comments on the same car are;



“Approaching the event from two perspectives:

As an observer, my principal objective was to see how the car reacted during the “S”, “G” and “A” phases of IPSGA. I found as follows ...

1 For a manual car, we use the saying “Brakes are for slow, Gears are for go.” Electric cars decelerate more rapidly than compression braking in manual cars, meaning that sometimes the use of the brakes is unnecessary.

2 By getting the speed right first, it is easy to drive through the hazard using the power pedal only to control the car.

3 Acceleration was brisk and positive, and compared favourably with an equivalent combustion engine car. And as a possible future owner of a battery car, I had the following questions ...

1 Are charging points available on the Continent (Netherlands, France, Republic of Ireland), or at airports?

2 What will be the resale value or saleability of the car when (say) five years old?

3 Will there be sufficient trained maintenance and MOT technicians?

The answer to all three questions is that things are developing all the time. Personally, I will wait at least two years for the situation to become clearer, before I consider buying a battery car”

KS sent me his thoughts on driving the SEAT and said:



“From my point of view – I was very apprehensive about the said night. Very bottom heavy (Batteries) Found it harder to observe the road and surrounding area. Found the whole experience really taxing while driving; wasn't used to the vehicles really on the night. Found it challenging getting used to vehicles”

CB was unable to take a test drive due to him not having his licence. However, if you remember, he asked to ride shotgun with PC and KS.....

Here Are **CB**'s comments on his time as a passenger in the Leon HYBRID



“Along with a number of the group observers I was invited to attend the E car experience on the 8th November. Unfortunately, I wasn't permitted to drive the car due to my licence being with the DVLA for renewal. I was allowed to accompany two of the observers, sitting in the front passenger seat. The first thing I noticed was the dashboard, two electronic display panels. The first in the centre of the dash which controlled a number of features. So I didn't distract the driver, I avoided pressing a few of the icons, so I cannot say what these controlled. The second panel, directly in front of the driver, contained a number features including the speedo and satnav. I'm sure the observers driving the car will give a better description of other items. Anyone who has driven an automatic will be familiar with the gears. The gear stick being reduced to a small flip switch, with no manual override. I am aware that some electric cars, the gear controls are reduced to a knob. During the drive it was very quiet, no engine noise, just the sound of tyres on tarmac. The car picked up speed very quickly. Again, the observers will be able to confirm this better than I. The drive was smooth and comfortable. Once my licence is returned, I have been offered a drive myself which I intend to take up”.

SEAT Leon HYBRID Specs Overview

2wd Auto Petrol/PlugIn Elec Hybrid 5dr

Power (bhp)	201 bhp
Acceleration 0-60 mph	7.3 secs
Range	N/a
Insurance group <u>get an insurance quote?</u>	26
Road tax	£145 per year
Dimensions (mm)	Length 4368mm X Width 1799mm

SEAT Leon HYBRID Costs

What is the price to buy a used and new Leon Hatchback 2020 and what is the overall running cost?

Miles per pound	36.2 - 39.5 mpp
Fuel consumption "Weighted" mpg figures Explanation	235.4 - 256.8 mpg
Price when new	£32,945
Used price range	£21,625 - £25,465

Although **AH** was at the presentation, he was unable to stay to sample one of the cars but, was able to book a test drive a couple of weeks later and took out a VW ID.3.

His comments are;



“I was especially interested to attend the electric car experience as I have never driven one (apart from my uncle's milk float)

Robert & Mark gave a good presentation and explained that the technology is developing at some speed and the three drawbacks to electric vehicles, battery range, charging time & cost are all improving. This is not surprising due to the fact that Tesla demonstrated that it is possible to produce an exciting electric vehicle with a decent range, albeit at a high cost. With the move to reduce fossil fuels it was always assumed that the big car manufacturers would invest heavily in the technology and this has happened with Peugeot and VW at the forefront.

Due to other commitments, I could not drive a vehicle on the evening but was able to drive a VW ID.3, a Golf sized vehicle with a range of 340 miles, a few days later.

If you are used to driving an automatic vehicle the basics are the same. Set the mode on the steering column and press the accelerator to move off. The car is as lively as a normal petrol model with the initial acceleration up to about 30mph particularly impressive. You can set the mode to increase the regenerative braking to

give more range. It requires a change in driving style but, after about 30 minutes, I was slowing down with minimal use of the brake pedal. Overall, the experience was positive and those who say that they will never have an electric car have never driven one. I believe that electric cars will be dominant over the next few years especially if the number of high-speed charging points are substantially increased. However, the cost is prohibitive for most people at present. The model I drove was an eye watering £40 000 on the road. The cheapest version of ID.3 is over £32 000. You also need to factor in the cost of a home charger as this is not included in the price of the car. In addition, the waiting time for a new vehicle is about 7 months and used models are selling for higher prices than a new one.

Much has been made of the assumption that the emissions are merely transferred to the power stations producing the electricity. With the most efficient combined power stations such as the one at Keadby at 63% and the best conventional fossil fuel stations less than 40% this assumption has some basis. However, the proportion of renewable power is increasing all the time so the zero-emission target for electric vehicles will become a reality.

For those who believe that you need an internal combustion engine for power and speed look up the on-line video of a Tesla X beating an Alfa Romeo 4C sports car in a drag race. You will notice that the Tesla is towing a trailer with an Alfa 4C on the back!"

VW ID.3 Specs Overview

2wd Auto Electric 5dr

Power (bhp)	201 bhp
Acceleration 0-60 mph	7.1 secs
Range	260 miles
Insurance group get an insurance quote?	25
Road tax	N/A per year
Dimensions (mm)	Length 4261mm X Width 2070mm

VW ID.3 Costs

What is the price to buy a used and new ID.3 Hatchback 2020 and what is the overall running cost?

Miles per pound - home charging	28.0 mpp
Miles per pound - public charging	12.4 mpp
Additional cost to lease battery?	No
Energy consumption	4.2 miles/kWh
Latest test standard (WLTP) Explanation	
Price when new	£39,500
Used price range	£30,745 - £35,640

Well, I must say that after reading the thoughts/comments from those who took the test drive, I think the general consensus is that it was a brilliant experience. Just one or two gripes but I'm sure those could be ironed out with more test drives, which were in fact offered to us at the end of the night! Both Robert and Mark both said, all of us are more than welcome to book an appointment to take one of their electric cars out for an hour or two should we wish to. I know AH has already done this and I'm sure there will be a few of us in the future who will do the same. This experience has left me in no doubt that once we are on the way to having a more eco friendly way of getting around, the majority of us will lean toward having an electric/HYBRID car and certainly by 2030, I think most of us will.

On behalf of all those who attended the Electric Car Experience, I would like to say a **great big thank you** to **Paul Cassell** for organising it, and to **Robert and Mark**; Thank you for letting us into your showroom after hours, giving us a great insight into how the sale of e-cars is progressing, giving us a great explanation of how they work and finally, a massive **THANK YOU** for giving us the chance to drive one ourselves!

Researched and written by Jan Burditt with comments/thoughts from SAGAM members



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Unmarked HGV 'supercabs' to patrol M25 in bid to reduce road collisions

The new crackdown, which began Monday 15 November 2021, is called Operation Orbital. Police forces will use National Highway's unmarked HGV supercabs to patrol the M25 and record drivers of all types of vehicles committing mobile phone, seatbelt, and other safety offences.

Colin Evans, regional road safety coordinator for National Highways in the South East, said:

Over 7,500 vehicles travel round the M25 every hour, ranging from commuters getting to work to haulage firms delivering goods along the route or overseas. The vast majority of drivers obey the law but a few are risking potentially devastating consequences by not carrying out appropriate checks before setting off or by driving dangerously. The two weeks of action will see enforcement agencies carrying out checks along the M25 to help improve safety for everyone.

The HGV supercabs, which are funded by National Highways, allow police officers to film evidence of unsafe driving behaviour by pulling up alongside vehicles, and drivers are then pulled over by police cars following a short distance behind. The cabs have derestricted speed limiters, which means they can travel at speeds up to the national speed limit, and have flashing lights for use in an emergency.

Travelling along the M4 earlier this year an HGV driver can be seen holding two mobile phones, one to each ear, in this [startling video footage](#). But what he didn't realise was the vehicle travelling alongside was an unmarked National Highways 'Supercab' – and there were two police officers inside. The footage, taken along the M4, captures one of over 21,000 offences recorded by officers in the Operation Tramline HGV cabs since the national safety initiative was launched by National Highways, formerly Highways England.

National Police Chiefs' Council Lead for Roads Policing, Chief Constable Jo Shiner said:

Operation Orbital is a successful collaboration between the police and National Highways. We remain committed to tackling those who take unnecessary risks with their own safety and the safety of others on our roads by allowing themselves to be distracted while driving.

The consequences of these actions are often devastating. We will continue to work alongside National Highways on Operation Orbital and will take action against drivers who ignore the risks.

Kindly supplied by Brain Woods via Terry Heath



Dates for your diary...

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

publicity@scunthorpegrimsbyadvancedmotorists.org no later than **15th December** please. **The last committee meeting for this year will be on the 8th December.**

Committee meeting dates for 2022 are: 12th January; 9th February; 9th March; 13th April; 11th May; 8th June; 13th July; 10th August; 14th September; 12th October; 9th November; 14th December.

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



UK car output suffers worst October for 65 years

UK car production dropped by more than 40% last month to the lowest level recorded for October since 1956. The Society of Motor Manufacturers and Traders (SMMT) said the fall was due to

"a global shortage of semiconductors which led to production stoppages".

It added that the decline, compared to last year, was exacerbated by [the closure of a Honda plant in Swindon](#) at the end of July.

"These figures are extremely worrying," said SMMT chief executive Mike Hawes.

He added that they

"show how badly the global semiconductor shortage is hitting UK car manufacturers and their suppliers".

New cars often include dozens of microchips - also called semiconductors - but a shortage has put pressure on a number of carmakers, who are competing directly with tech companies and the consumer electronics sector for supply.

[Why is there a chip shortage?](#)

The UK manufactured 64,729 cars in October, down 41.4% compared with the same month last year. The SMMT said it was the fourth consecutive month of decline.

"Britain's automotive sector is resilient but with Covid resurgent across some of our largest markets and global supply chains stretched and even breaking, the immediate challenges in keeping the industry operational are immense," said Mr Hawes.

The shift away from traditional petrol and diesel cars continued, with production of battery electric, plug-in hybrid and hybrid vehicles comprising 30.9% of all cars made in October.

The SMMT said battery electric vehicle production rose by 17.5% to 8,454 cars.

"So far this year, UK car makers have produced more than 50,000 zero emission vehicles, exceeding the total built in the whole of the pre-pandemic 2019," it said.

The UK has said it will ban the sale of new petrol and diesel cars by 2030, and hybrids by 2035.



Did you Know? – The History of Christmas



The word "**Christmas**" means "Mass of Christ," later shortened to "**Christ-Mass.**" The even shorter form "**Xmas**" – first used in Europe in the 1500s – is derived from the Greek alphabet, in which X is the first letter of Christ's name: Xristos, therefore "**X-Mass.**" In ancient pagan times, the last day of winter in the Northern Hemisphere was celebrated as the night that the Great Mother Goddess gives birth to the baby Sun God. It is also called Yule, the day a huge log is added to a bonfire, around which everyone would dance and sing to awaken the sun from its long

winter sleep. In Roman times, it became the celebrations honouring Saturnus (the harvest god) and Mithras (the ancient god of light), a form of sun worship that had come to Rome from Syria a century before with the cult of Sol Invictus. It announced that winter is not forever, that life continues, and an invitation to stay in good spirit. The first day of winter in the Northern Hemisphere occurs between the 20th and 22nd of December. The Roman celebrated Saturnalia between 17 and 24 December.

The early Christians

To avoid persecution during the Roman pagan festival, early Christians decked their homes with Saturnalia holly. As Christian numbers increased and their customs prevailed, the celebrations took on a Christian observance. But the early church actually did not celebrate the birth of Christ in December until Telesphorus, who was the second Bishop of Rome from 125 to 136AD, declared that Church services should be held during this time to celebrate "The Nativity of our Lord and Saviour." However, since no-one was quite sure in which month Christ was born, Nativity was often held in September, which was during the Jewish Feast of Trumpets (modern-day Rosh Hashanah). In fact, for more than 300 years, people observed the birth of Jesus on various dates. In the year 274 AD, solstice fell on 25th December. In 320 AD, Pope Julius I specified the 25th of December as the official date of the birth of Jesus

A little bit of what you fancy! – Chestnut and Cranberry Stuffing



This is a fantastic stuffing to use in roast chicken, duck, turkey or goose. It's made with chestnuts, wholemeal bread, celery, apple, cranberries and fresh herbs. Give it a try it with your Christmas dinner...mmmmmm

Method

Prep:25min Cook:35min Ready in:1hr

Ingredients

- 5 chestnuts
- 60g butter, softened
- 1/2 onion, chopped
- 1/2 small wholemeal roll, cubed
- 1-2 sticks celery, chopped
- 1/2 apple, peeled, cored and chopped
- 100g cranberries
- fresh thyme
- fresh marjoram
- 1 handful fresh sage, finely chopped
- freshly ground black pepper
- sea salt



1. Preheat oven to 180 C / Gas 4. Cut an x in the shell of the chestnuts, place on a baking tray and roast in the hot oven for about 15 to 20 minutes or until the shells open up. Remove from the oven and peel while still hot. Chop and set aside.
2. Mix bread, celery, apples and cranberries together in a bowl. Add the butter and onions and mix well.
3. Heat butter in a large frying pan and sauté onion until soft and translucent.
4. Add 100ml water to the pan and heat. Pour over bread mixture and stir well. Mix in chestnuts. Season with herbs, salt and pepper.
5. Stuff turkey, duck or goose with stuffing and roast as normal. Alternatively, you can bake this in a dish, simply cover with foil and bake at 180 C / Gas 4 for 15 minutes.

Helpful Guidance for Autumn Driving

As the seasons change, you need to adjust the way you drive. As advanced drivers, we all know that driving in the autumn often means driving with reduced visibility, especially once the clocks go back. This quick guide, will help to refresh the autumn driving safety tips, to help you get from A to B without a hitch.

Driving at Night

Evidence shows that it's more dangerous to drive at night, and 40% of all collisions happen in the hours of darkness. If you're going to be driving in the dark, take extra care. If you don't have car breakdown cover, perhaps consider getting a policy. If you were to breakdown on the side of a road, you'd want to be rescued as quickly as possible. Check your bulbs now. If one needs replacing, do it straight away, don't wait until you're driving in the dark. Ask someone to walk around your car and help you check._

Don't Rush

This is an all-year tip, but it's well worth mentioning. Always plan ahead and give yourself enough time to make it to your destination. It is always better to be safe and arrive a few minutes late than rush and run the risk of having an accident.

Clear out Your Car's Plenum Chambers

You may never have heard of this: it's the tray-like area....Once the trees start shedding leaves, you'll need to check your car's plenum chambers. You'll find the tray-like area underneath your windscreen when you pop your bonnet. It can become filled with leaves if you regularly park under trees and, if you don't clear them out, it could cause your plenum chambers to fill with water. This water could play havoc with your car's electrics, if you're not careful.

Prepare to be dazzled

Spend a few minutes cleaning your windscreen inside and out. At this time of the year, you're prone to glare on your windscreen and it can be very dangerous. Have some sunglasses in your glovebox that you can wear, if needed. Get any chips or scratches to your windscreen fixed, too, as challenging weather can only make them worse and harder to fix. If you are dazzled when driving, slow down and pull over in a safe place.

Don't attempt to drive with your arm covering your eyes or by squinting. It may be tempting to do so, but it's important to think of your own safety and the safety of others.

Check your Battery

Depending on its age, you might want to consider replacing a worn out and unreliable battery now, rather than waiting until you can't start your car one morning. Batteries typically only last five years.

Watch for Leaves

As you're driving you should always be looking for any hazards and, if you see a big pile of leaves, be careful. They could be hiding a pot hole or dip in the road. They can also be slippery when wet, so don't suddenly speed up or brake. If your windscreen wipers don't work properly, or your wiper blades squeak, get them fixed or replaced pronto. You must be able to see clearly at all times – whether it's raining, hailing or your car's being barraged by falling foliage.

Taken from Rias.co.uk



Good King Wenceslas looked out, on the Feast of Stephen,
When the snow lay round about, deep and crisp and even;
Brightly shone the moon that night, though the frost was cruel,
When a poor man came in sight, gathering winter fuel.

"Hither, page, and stand by me, if thou knowest it, telling,
Yonder peasant, who is he? Where and what his dwelling?"
"Sire, he lives a good league hence, underneath the mountain;
Right against the forest fence, by Saint Agnes' fountain."

"Bring me flesh, and bring me wine, bring me pine logs hither:
Thou and I shall see him dine, when we bear them thither."
Page and monarch, forth they went, forth they went together;
Through the rude wind's wild lament and the bitter weather.

"Sire, the night is darker now, and the wind blows stronger;
Fails my heart, I know not how; I can go no longer."
"Mark my footsteps, good my page. Tread thou in them boldly
Thou shalt find the winter's rage freeze thy blood less coldly."

In his master's steps he trod, where the snow lay dinted;
Heat was in the very sod which the saint had printed.
Therefore, Christian men, be sure, wealth or rank possessing,
Ye who now will bless the poor, shall yourselves find blessing.

John Mason Neale. 24 January 1818 to 6 August 1866

Wenceslas 1st of Bohemia ~ the Story Behind the Carol

If asked to name some well-known Christmas Carols, most people would include "Good King Wenceslas" in their repertoire. However, they are less likely to know the story behind the song. Although he is often confused with Duke Wenceslas (907-935AD), the song likely refers to King Wenceslas 1st; (1205-1253AD), who reigned over Bohemia from 1230AD until his death. The verse might well contain some factual inaccuracies; however, it is based on historic fact. The first of four Kings to bear the regnal name Wenceslas, many achievements of his reign earned him the epithet "Good". He was responsible for the establishment of an effective legal system, and also gave his country world class education. Perhaps however, his most memorable legacy was the charitable work which he and his sister St. Agnes established.

From his teenage years, and throughout his twenty-three-year reign, Wenceslas advocated charitable giving to his poorer subjects, particularly at Christmastide. He would personally venture out in the snow to take Christmas provender to the needy. Although the Carol refers to Boxing Day (on the Feast of Stephen), this is not historically correct, as Wenceslas's annual charitable journeys traditionally took place on Christmas Eve. Six years his junior, Agnes refused to follow the customs of the day by entering into an arranged marriage. Choosing instead a life of celibacy, she used part of her substantial personal wealth to purchase a tract of land at the edge of the forest, where she established the Nursing Convent which bore her name. Although its exact location is lost in history, the only clue is in the name of "St. Agnes' Fountain", a waterfall near Prague. The specific incident told in the Carol which



bears his name might well be apocryphal; however, the entire episode embodies the spirit of Christmas that truly earned King Wenceslas the title of Good. Many thanks to John Wigmore for supplying the above article.

Note about copyright: Author John Mason Neale. 24 January 1818 to 6 August 1866. By international law, copyright subsists until 70 years after the end of the year in which the author died. The copyright on "Good King Wenceslas" therefore expired on 31st December 1936.

Caught my Eye – Britain's Best-Selling Car Brands and Models in 2021

In 2021, for the second consecutive year, Volkswagen was the best-selling car brand in the UK during the first quarter of the year. However, VW was the worst-performing top ten brand in Britain thus far in 2021 and outsold second-placed Ford by only around 150 cars. Both Volkswagen and Ford bled market share as the only top ten best-selling car marques in Britain with sales below the market average during the first quarter of 2021.



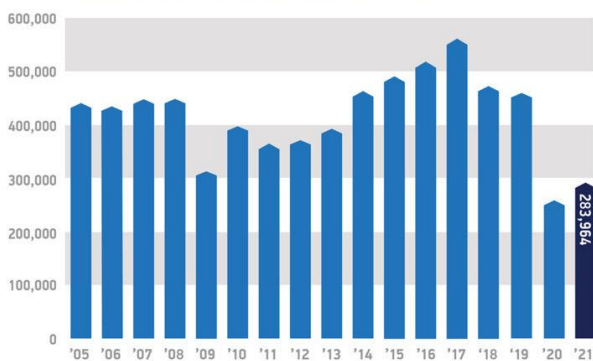
The rank order for the so-called premium brands remained the same in Britain as at the start of 2021: BMW narrowly outsold Mercedes-Benz while Audi gained some market share.

January – March 2021: new passenger vehicle registrations in the UK were down 12% but car sales increased in March and the outlook is positive, as car showrooms are due to reopen during April 2021 after months of lockdown. For the second consecutive year, Volkswagen outsold Ford, as the best-selling car brand in Britain for the first quarter of the year. BMW was again the third-best-selling car marque in the UK ahead of Mercedes-Benz and Audi. For the first time in many years, the Ford Fiesta was not the top-selling car model in Britain as it was outsold by the Vauxhall Corsa. Several premium models and SUVs entered the top-ten list of Britain's favourite car models in 2021 (Q1). March is traditionally by far the strongest month for car sales in the UK, as new number plates are issued. (September also traditionally receives a boost from new plates but to a lesser extent being later in the model year.) Car showrooms are due to reopen in Britain during April 2021, which may give April and May 2021 the boost usually expected in March. Higher sales in March 2021

were mostly fleet sales while private consumer demand may play a larger role once shops reopen.

The SMMT calculated that for the automotive sector to return to its pre-pandemic levels, around 8,300 new cars will need to be registered in the UK every single trading day for the rest of the year. By comparison, the industry has averaged around 7,400 a day during the past decade and current levels are closer to 5,600 a day.

MARCH NEW CAR REGISTRATIONS 2005 to 2021



Top Five Best-Selling Car Models in Britain in 2021 (Q1)

Car Make & Model	Q1/2021	Q1/2020	Q1/2019	Q1/2018	Q1/2017	Q1/2016
1 Vauxhall Corsa	12,413	12,064	17,647	15,352	21,305	24,579
2 Ford Fiesta	11,645	15,897	23,474	32,808	38,205	36,327
3 Nissan Qashqai	10,739	11,808	16,420	16,914	19,071	18,680
4 Mercedes Benz A-Class	10,169	10,213	16,632	12,213	NA	NA
5 BMW 3 Series	8,092	7,861	NA	NA	NA	NA

Motorists could be charged £100 for driving in the wrong lane

Driving on the motorway is a rite of passage for many. That may be a thing of the past now that learner drivers will be allowed to grace our M-roads. Nevertheless, the motorway is still the road-of-choice for commuters and holidaymakers alike. And with [17% of all British traffic riding these roads](#), tensions can be high. When it's not people hogging the middle lane, you've got impatient drivers [tailgating](#) you for miles. It's frustrating. And what's more, many drivers aren't even aware they're doing it. These [bad driving habits](#) range from plain annoying to downright illegal. And if you're caught, it could mean points on your licence, which could mean higher [car insurance](#) costs. With that in mind, here's a quick refresher on how to use the motorway without annoying your fellow drivers. Not only that, but you'll stay on the right side of the law, too.

On smart motorways, drivers aren't supposed to drive in lanes that have a red X above them unless it's an emergency. **Now, smart cameras are being used to identify motorists who ignore the red X sign.** If you're caught driving in a lane with a red X above it, you could be fined £100 and get three points on your licence. In response to campaigns around the controversial smart motorways network, earlier this year a number of [changes to the Highway Code](#) were proposed.

These include:

- How to recognise lane closures and speed limit changes on smart motorways
- Guidance on when to drive on the hard shoulder
- Bolstering the role of signage as an indicator of motorway speeds

The proposed changes also include advice on what happens if you break down on a smart motorway:

- Go left – move as far left as is safe to do so
- Find the nearest hard shoulder or emergency refuge area



Dates in December

Events, celebrations, awareness events, saint's days, annual campaigns - UK and Globally.

Advent Begins

1st Dec 2021

Advent is the 24 days leading up to Christmas, when Christians prepare for Christmas. It is often celebrated by lighting Advent Candles and opening the doors of Advent calendars.

[Best Toy-Filled Advent Calendars for Kids](#)

Elf Day

3rd Dec 2021

Elf Day is a festive fundraiser for the Alzheimer's Society designed to get you in the Christmas spirit whilst raising money to help beat dementia. Unleash your inner elf by dressing up - as much or as little as you like.

[Website](#)

International Cheetah Day

4th Dec 2021

The world's fastest land animal is racing against extinction. This day is about raising awareness of the cheetah's imminent extinction. [Website](#)

Saint Lucia Day

13th Dec 2021

St. Lucy's Day, which is celebrated on many European countries, but mainly in Scandinavia. It is a festival of light celebrated with a ceremony where a girl is chosen to represent the saint wearing a white dress and a crown of candles. [How To Celebrate St. Lucia Day](#)

Jane Austen Day

16th Dec 2021

Jane Austen's birthday, and a day dedicated to celebrating her life and achievements, and to telling as many people as possible about her amazing works.

Wear A Christmas Hat Day

17th Dec 2021



In aid of Brain Tumour Research. Dust off your Christmas hats and spread some cheer with festive fundraising events at home, school, work or in your community. [Website](#)

Panto Day

17th Dec 2021

A day to celebrate that most British of Christmas theatrical traditions - Pantomime!

[Website](#) – [Find A Panto Near You At Big Panto Guide](#)

National Robin Day

21st Dec 2021

An annual nationwide event raising awareness of small birds and other wildlife in winter and how you can help them through this tough time of year. [Website](#)

Winter Begins

21st Dec 2021

The winter solstice represents the beginning of the astronomical winter and is the shortest day - the day with the least daylight.

Christmas Eve

24th Dec 2021

Looking forward to Christmas! [What Do I Put in A Christmas Eve Box?](#)

Christmas Day

25th Dec 2021

The Christian festival commemorating the birth of Jesus Christ, which is celebrated around the world in a more secular way to bring some festive cheer to the cold winter months and dark nights.

[Everything Christmas - From Gift Guides To Crafts, Movies and Books](#) – [Create Your Free Printable Father Christmas Letter Now!](#)

Boxing Day

26th Dec 2021


The day after Christmas, where traditionally servants were given a 'Christmas box', usually a gift or money for good service throughout the year. [Best Christmas Skating Rinks in the UK](#)

New Year's Eve

31st Dec 2021

Look forward the 2022 and celebrate the new year. [Free Printable 2022 Calendar](#)



Who am I?  A cloud was my mother, the wind is my father, my son is the cool stream, and my daughter is the fruit of the land. A rainbow is my bed, the earth my final resting place, and I'm the torment of man. Who Am I?

Last Months' Answer is.....A Dentist

