

Scunthorpe & Grimsby Advanced Motorists

Group No 7080 Charity No. 1063139 Winter Edition

Full Members – 70; Associate Members - 6; Total - 76



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Hello and welcome to the Christmas edition of the SAGAM Newsletter

Christmas and the New Year are almost upon us and I have yet to start my Christmas shopping! This year has been quite busy to say the least but hopefully by the time new year sets in, things will have slowed down a bit. The weather hasn't helped, being rather erratic over the last few weeks. As well as being really cold, we've also had some quite mild temperatures in-between but I hope that whatever the weather, you have kept warm and safe during the last few months.

The IAM have launched a Refresher Course, purely for current members and it does look really interesting. Have a read about it in our Chief Observers Report for this quarter on page 3 – I'm sure you will find it interesting too.



In the last newsletter and at our committee meetings, I asked for some help gathering information to put into subsequent newsletters, allowing me to build up some sort of data base rather than looking on the internet for articles I think might be interesting for you to read. I have to say a massive thankyou to those of you who have helped but especially to our President Mick Harris and our Chairman Terry heath, both of whom have helped a great deal in supplying me with numerous ideas and websites.

The Barry Heath Quiz was a great night! Approximately 35 people attended with teams from SAGAM, Lincolnshire Bikes and Lincolnshire Cars. The compare from the biking group read out the questions which were in six segments. You can read more about this on page 16.

We're all set for next year and we have booked all the dates for our social nights which you can find on the contact page. Terry is working hard to get us some really good speakers so I do hope you will be able to join us for some, if not all of them.

Inside, you'll find some of the very interesting articles including a scrumptious recipe for an Irish Cream and Chocolate Cheesecake, so tuck in, enjoy and have a very Happy Christmas and New Year! Jan

Chairman's Chatter

Well as another year comes to a close, I'm already reflecting back over the last 12 months and the first thing I'm amazed by is how fast they seem to fly past.

Although we have had a very busy year, we sadly have failed in recruiting only a few new members. We've been out at Sainsbury's at Scunthorpe about four or five times and despite offering a very generous discount, it has proved a very unrewarding year on the recruitment front although as a group, we do appreciate the current financial climate and understand that this will have an impact.

So at this point, I feel I should reach out to you all, to see if you can think of any way to help us in our bid to find new members. Despite a slow uptake with recruiting, we have however had some very good test passes this year with a few achieving a F1RST, so well done to all of the successful candidates!

Paul Cassell has done a sterling job on the observer training front and all of our observers are now fully qualified except for the odd new observers in training. Thank you, Paul and all the team.

On the social side this year, we have had some great meetings and guest speakers at the Rugby club in Scunthorpe and I'm pleased to say they were all quite well attended, so thank you to all you members that keep supporting us. The "Barrie Heath Quiz" was our last meeting for 2024 and was an excellent, fun night with a lovely buffet to finish it off. Congratulations to the Lincs Motorcyclists on winning the trophy. We look forward to next years!

By the time you are reading this I will hopefully have my second candidate of 2024 successfully through the test and let's hope 2025 will be a successful one with more members, test passes and lots more great social nights.

So, thank you to everyone for your continued support of SAGAM; It really is very much appreciated.

All that's left to say now is I hope you all have a very Merry Christmas and a safe and happy new year. Look forward to seeing you all in 2025.

Kind regards

Terry Heath

Chairman & NO Scunthorpe and Grimsby Advanced Motorists:

Reg: Charity No. 1063139

Chief Observer Report December 2024

Hello SAGAM members and welcome to our team news.

We can report at this time we have eight National Observers. Additionally, two trainee National Observers, one of whom is now test ready and awaiting a date for his assessment. The other continues training and progressing well.

Associates are low in numbers at this time following successful tests over the last few months and a couple of illnesses.

We had our MDU at Grimsby on 30th November and hoped we can recruit some new associates from that. We did have interest but unfortunately, no sign ups. However, we are also hoping to recruit elsewhere very soon.

IAM RoadSmart are carrying out trial of Members only Refresher courses for which we have volunteered to take part, although to date we have yet to receive a referral which would come from IAMRS.

The course is for any Full Member although there is no obligation to be a group member. The price for the course is £99.00, which includes three to four sessions each approximately 90 minutes in duration.

The first session is to meet your observer and to discuss areas of driving that you feel need refreshing.

Runs 2 and 3 are to work on those that need help and for run 4, there is no extra cost whereby you and your observer consolidate what you have done and improved on during the course.

There is no test at the end, so no pressure. You would gain a certificate to confirm that you have completed the course. You can if you wish, contact IAM RoadSmart directly, which is what they prefer and we can of course contact them for you.

If this interests you, please contact myself on 07763195912.

Finally, should you need any advice regarding driving please do not hesitate to contact any team member; we shall be glad to help.

All that leaves is for your Observer Team to wish you a very Merry Christmas and a Happy New Year!

& Safe driving, Paul C. Chief Observer, SAGAM

Info from 



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SOCIAL MEETINGS

The following are dates for our 2024 Social Meetings @ Heslam Park Rugby Club, Ashby

Road Scunthorpe DN16 2AG

February 19th; April 23rd;

25th June; 7th August and 22nd October

(Barry Heath Quiz Night)

NEXT ISSUE

March 2025

If you have any articles, photographs or anything you feel may be of interest for the **March** edition,

please feel free to email me at

publicity@scunthorpegrimsbyadvancedmotorists.org

no later than

15th March

Thank you

Scunthorpe & Grimsby Advanced Motorists

Find us here:



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**Our MDU outings for 2025
are to be confirmed**

Committee Meeting Dates for 2024/5 are:

11th December 2024; 8th January 2025; 12th February 2025; 12th March 2025; 9th April 2025;
14th May 2025; 11th June 2025; 9th July 2025; 13th August 2025; 10th September 2025; 8th October 2025;
12th November 2025; 10th December 2025.

PLEASE NOTE: Meetings are held via Zoom until further notice/otherwise advised.

Observer Team Meeting Date 2025 – 4th February 2024 @ 7.30pm, New Inn, Great Limber

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



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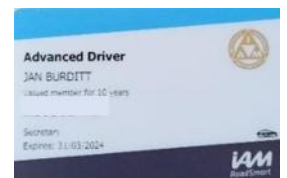
Our delicious, Scrummy Yummy home-made Steak Pie is well known throughout the area and beyond and our Sunday dinners are so yummy and so in demand! Our staff and products were featured on Estuary TV and latterly noted by Compass FM in 2018 as one of the best and we believe that we still are!!



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Driver CPC Changes – Effective from 3rd December



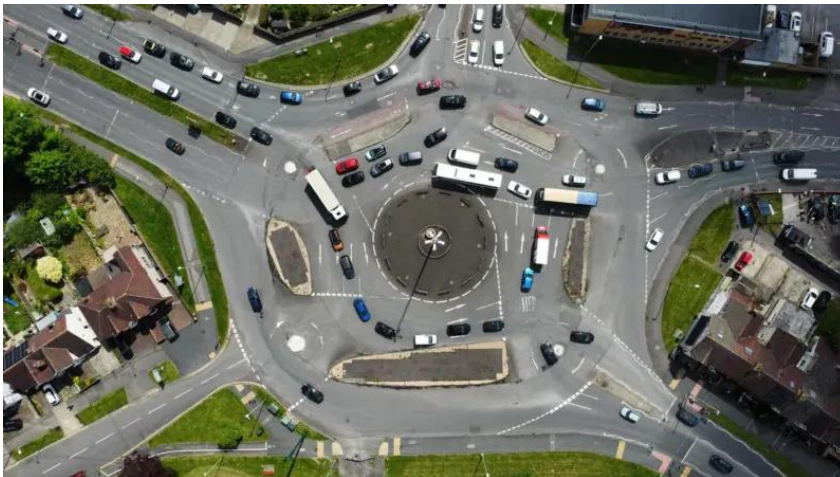
The government has announced that the changes to Driver CPC will come into effect from the 3rd of December 2024. These changes mean that within the 35 hours of required Driver CPC training every 5 years, drivers opting for the new National Driver CPC will be able to take courses in smaller 3.5- hour chunks and do up to 12 hours of the training via e-learning. “This is good news for the industry as the new option will be a more accessible and flexible qualification,” commented John Keelan-

Edwards, Driver Hire Training MD. “It will allow the industry to remain efficient and safe as well as make it easier for current drivers to renew training. The training is also good for operators, as they can ensure their drivers receive their training, but can also still meet the needs of their customers. The logistics industry is the backbone of the economy, and we are pleased that the new government is rolling out the changes this year, showing a level of commitment to the logistics sector, improving this key qualification to encourage new and established drivers alike. The changes are just four weeks away, which means training companies need to act now to get ready to roll out the new training modules. Driver Hire is the UK’s largest provider of Driver CPC training and we will have new training options available from Day One. We know from driver feedback that the new type of course will be welcomed by drivers in their busy professional lives, as it allows them to be more flexible in doing their mandatory training so we are assured, drivers are going to welcome the change in December. The Return to Work will take effect from 1 February 2025. We will continue to monitor and work closely with the relevant authorities on any future changes”, concludes John. “We believe it is important that we do all that we can to help people get back into driving, supporting the UK’s logistics needs”.

Article taken from Driver CPC Website.

Towns' 'White Knuckle' Magic Roundabout celebrated

WOW!



From the ancient mystery of Stonehenge to the towering grandeur of Salisbury Cathedral's spire, Wiltshire is rich in iconic landmarks.

These attractions often top guidebooks to the region, but there is another landmark that inspires awe, amazement and sometimes even fear that has drawn visitors from around the globe.

Swindon's Magic Roundabout, five mini roundabouts encircling a central island, has just been announced winner of the coveted UK Roundabout of the Year award, honouring the "white knuckle ride" of infrastructure.

UK Roundabout Appreciation Society chairman Kevin Beresford said: "Something just amazing happens when you approach it. You're dazzled by all this choreography of cars."

A feature of the town for many years, generations of Swindon residents have used it day in, day out, but word of the legendary road layout has spanned continents.

But what is it that draws people from near and far to admire it?

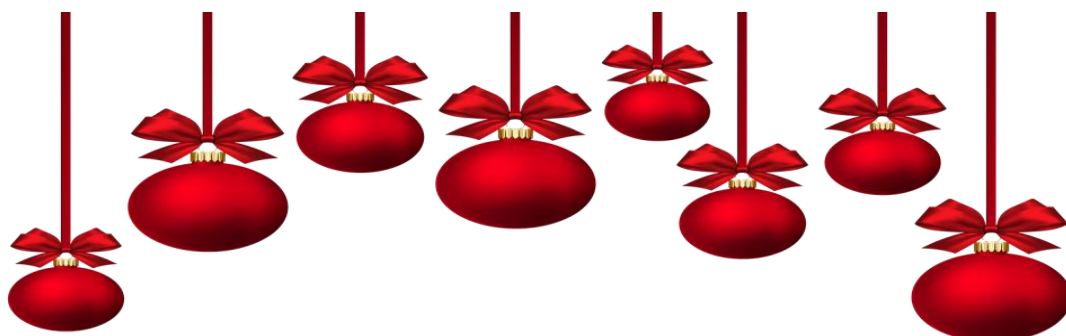
'More interesting than Times Square'

Despite its mind-bending structure, former taxi driver Barry Cook, 49, (left) from Swindon, said he had driven across it every week for 35 years and had "rarely" seen a crash on it.



He told the BBC that during his time driving in the town during the 2000s, he had picked up a family from the railway station who had travelled from New York to London and on to Swindon so they could "experience the magic".

"They then paid me to drive across it eight times," he said. "I actually stopped in the middle on hazards to make their experience more memorable - the dad said it was more interesting than Times Square."





Self-appointed 'Lord of the Rings' Kevin Beresford (right) said he was drawn to the roundabout's "quirky" nature

Mr Beresford, who is also self-proclaimed 'Lord of the Rings', said he had visited the landmark many times, had taken film crews from around the world across it and had even sold merchandise featuring it.

"But what we've never done is actually named it Roundabout of the Year," he said. "It's the white-knuckle ride of all roundabouts, those islands

packed with testosterone," he added.

Mr Beresford said some members of the appreciation society preferred what they call Titchmarsh's - green roundabouts featuring wildflower and other verdant displays.

And while they may not find the Magic Roundabout particularly aesthetically pleasing, he said it was its "quirky" nature that drew him in.

'Confusion and many crashes'

The roundabout is widely praised in Swindon for moving thousands of cars every day through a busy part of town, but things do not always go smoothly.

Mary Woodman, 60, from Swindon, told the BBC how she had been involved in a crash on the roundabout in 1983 when a car failed to give way and collided with her.

"The accelerator stuck and I headed straight for the fire station, hitting their doors.

"The firemen came to our aid and they said at the time that they amused themselves on a daily basis just watching the confusion and many accidents but never had they had a car hit the station," she said.

Her car was "written off" but found a new life as a vehicle for firefighters to practise on in the yard.

"I had to go to work by bus then, and from the top of the double-decker bus would see the further demise of my car being cut up by the fireman," she added.



The roundabout, which opened in 1972, has always been known locally as the Magic Roundabout, in homage to the BBC children's programme of the same name.

But the local authority originally named it something quite different, and so it started life as County Islands.

The credit for its official christening as the Magic Roundabout lies with David Glaholm, now 77, who introduced a motion formalising the name in the early 1980s, during his time as a councillor in Swindon.

So what is it like to be responsible for setting the name of a local icon in stone?

"I'm pretty chuffed, but I don't seek any plaudits for it," he said. "I'm just pleased that the name 'Magic Roundabout' has spread around the world, which means the name Swindon has travelled around the world too."

'Much-loved landmark'

Swindon Borough Council's cabinet member for the environment and transport Chris Watts said those who live in the town "know it is a much-loved, iconic landmark which has put our town on the map across the globe".

He said: "I'm extremely proud it has been given the coveted 'Roundabout of the Year' award because Swindon wouldn't be Swindon without its roundabouts.

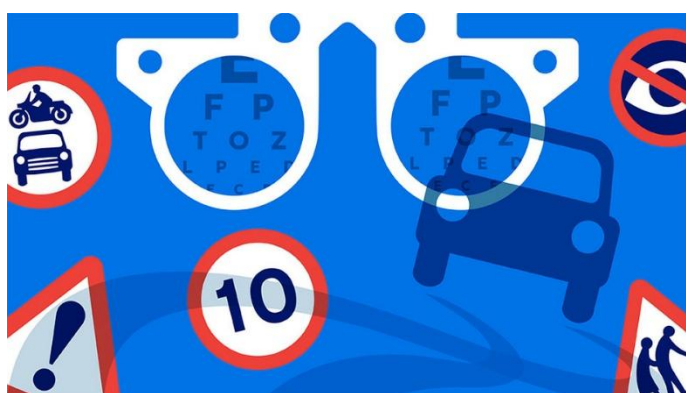
"I'd like to thank Kevin and the UK Roundabout Appreciation Society for finally awarding the roundabout its top accolade as they have confirmed what we have known all along – the Magic Roundabout is number one."

Taken from BBC Website – by Sarah Turnnidge
Role, BBC News, West of England
26 September 2024

*Don't know about you but I would love to go round (and round and round) on this roundabout too.
Not sure my husband would survive though.....ooppssss.....*

Road Traffic Act 1937 no longer fit for purpose: AOP

The Association of Optometrists (AOP) is calling on the DfT to make a 'long overdue' change to the 'inadequate' number plate sight test, first introduced in 1937.



The AOP says almost six in every 10 (56%) of its members said they have a patient who remains on the UK's roads regardless of their poor vision – a sharp increase from four in 10 in 2019.

On the back of these findings, the AOP is calling for all drivers to be required by law to have their vision checked when they first apply for a licence and when renewing their driving licence. Every 10 years for most people and every three years for those over 70 years.

The AOP says its findings are supported by a poll carried out among the public which showed that as many as one in every seven (14%) people say they know a relative, friend or co-worker is driving despite having eyesight below the legal standard.

A third of optometrists (32%) also say the number of patients they are advising not to drive due to poor vision has increased in the last three years. Only two-thirds of motorists said they would stop driving completely if a test showed their vision had fallen below the legal standard – more than one in 20 (6%) would continue driving as normal.

1937 Road Traffic Act no longer 'fit for purpose'

The 1937 Road Traffic Act states that motorists must be able to read a vehicle number plate from 20 metres (approximately 65 feet) in good daylight. The Association of Optometrists says this leaves it to the individual to report their vision status when renewing a licence.

Almost two thirds (65%) of optometrists believe the DVLA guidance in the 1937 Act is 'dangerously out of date' and 63% believe it is putting people needlessly at risk of harm on UK roads.

Asked when they believed the laws on vision and driving were introduced, nearly half (48%) of respondents believed they were written in the 1980s or more recently, with only 2% stating the 1930s or before.

The AOP says the 'vast majority' (83%) of the public would like to see a standard whereby drivers' sight must satisfy the vision standards at application and at the renewal of a driving licence, and that this is checked by an eye health professional.

Adam Sampson, chief executive of the AOP, said:

"Our latest research is a stark reminder of why our roads in the UK are not as safe as they should be. In the UK, the number plate test is not an adequate test of vision. It is carried out only once with a driving instructor, not a trained eye health professional. A driver's vision can then remain unchecked for the rest of their life. This approach is flawed and is out of step with many other countries who use

a full sight test as the means to accurately ensure motorists have satisfactory vision to drive safely. Change is never easy. There was huge opposition to drink driving laws and the mandatory use of seatbelts – but these interventions save lives. Our polling shows the majority of the public support the idea of mandatory regular sight tests for all drivers. That’s why we are calling on the Department for Transport to update the law to ensure all drivers are required to have their vision checked and this should be done by reliable means.”

Professor Julie-Anne Little, a research optometrist, added:

“Sight changes are gradual which means that many drivers are unaware that their vision has deteriorated over time. But having poor eyesight has been shown to slow reaction times and the ability to drive safely – and it doesn’t take much for one mistake to result in a serious collision with catastrophic consequences. I’ve sometimes had to sit down with a patient to explain that their vision is simply no longer good enough to drive. It is a difficult conversation, but one that is absolutely necessary – preventing them from putting themselves and others at risk. Which is why we’re urging friends and family to take the time to consider what they want to say, approach it with respect, but to tackle the conversation if they have concerns over a relative or someone, they know who is driving with poor vision.”

The AOP has produced a toolkit with resources available free of charge for road safety professionals and others to use to support its [‘Don’t swerve a sight test’](#) campaign.

Article taken from: [Road Traffic Act 1937 no longer fit for purpose: AOP](#)



Car Talk - ****NEW****

What is a Piston Ring Gap Clearance Measurement?



Above article supplied by Mick Harris

Piston rings have a gap so that they may be installed into the piston grooves and removed when worn out by expanding them.

The gap ensures radial pressure against the cylinder wall, thus providing an effective seal to prevent the leakage of heavy combustion pressure.

This gap must be checked if it is too great due to cylinder bore wear, the radial pressure will be decreased. To check this gap clean the carbon from the ends of the ring and then check it with feeler gauges.

This gap may be in the region 0-178-0-50 mm governed by the diameter of the bore but if it exceeds 1 mm per 100 mm of bore diameter, new rings must be fitted.

The gap between the ring and the groove in the piston should also be checked by feeler gauges. This gap is usually 0-038-0.102 mm for compression rings and a little less for the oil control rings.



Full list of UK driving law changes coming into effect in December



UK motorists are being warned to expect a series of driving law changes from HMRC, which are set to take effect in December. Among the Labour Party's new updates include HMRC's revised fuel rates for company cars, stricter EV charging requirements, and new tachograph rules for heavy goods vehicles. Car manufacturers also face ambitious electric vehicle sales targets under the Zero Emission Vehicle (ZEV) mandate, with significant fines for non-compliance. This guide covers all the major updates, helping you navigate the changes and prepare for the UK's evolving transportation landscape

Advisory Fuel Rates

Starting December 1, HMRC is introducing new Advisory Fuel Rates (AFRs) which include changes to the pence per mile (ppm) rates for both diesel and petrol company cars used for business travel. The rate of diesel company cars with an engine size of more than 2,000cc will be cut from 18-17ppm, while the new AFR for a diesel vehicle with an engine from 1,601-2,000cc falls from 14-13ppm. For diesel cars up to 1,600cc, the new reimbursement rate will be 11ppm, down from 12ppm. All three rates for petrol company cars have also been cut. For hybrid cars, employers can classify them as either petrol or diesel for reimbursement. However, these rates don't apply to vans, and VAT claims still require a receipt

New Tachograph Rules for HGVs

In big news for truck drivers and fleet managers, the government has also announced that stricter regulations surrounding tachographs are on the horizon. Confirming the regulation, the DVLA said: 'On or after February 21, 2024, a 'full' smart tachograph 2 or 'transitional' smart tachograph 2 must be fitted into all newly registered in-scope vehicles regardless of journey types. For vehicles already in use with analogue or digital tachographs, retrofitting is required by December 31 for those undertaking international journeys. The goal? Increased compliance and better tracking of driving hours for safer and more efficient transport



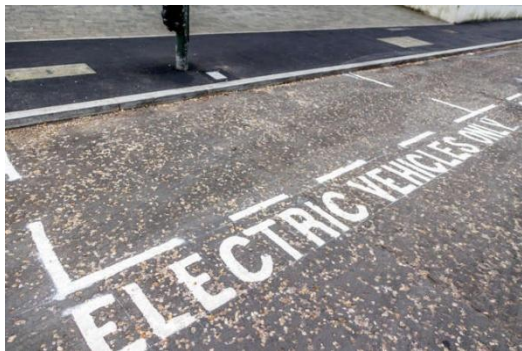
£10,000 Fines for Non-Compliant EV Chargers



Electric vehicle drivers will benefit from new regulations ensuring EV charge points meet modern standards—or be hit with a £10,000 fine. Operators are now required to offer contactless payment options for chargers with a capacity of 8kW and above, and guarantee a 99% reliability rate for their devices. Adam Hall, director of energy services at Drax Electric Vehicles, said: 'These findings highlight both progress and opportunity. Councils are working hard to modernise their EV infrastructure, but barriers continue to exist'. Mr. Hall added: 'Bridging these gaps is essential to not only build confidence in the UK's EV

growing market but also help make the transition smoother for businesses and fleets who rely on a reliable public charging network.' Mr. Hall also flagged up financial risks as outlined by ESP Group: 'Across the country, the potential financial exposure for the industry is substantial, especially for larger operators with hundreds of charge points to manage'

The Zero Emission Vehicle Mandate



Big changes are also underway for car manufacturers with the Zero Emission Vehicle (ZEV) mandate which will force automakers to ensure that 22% of car sales and 10% of van sales are fully electric. The scheme is designed to boost the sales of EVs in an effort to reduce emissions and will see targets rise yearly, with an 80% EV sales requirement by 2030 and 100% by 2035. Failing to hit these benchmarks will be costly, with fines of £15,000 per car and £9,000 per van short of the target

Electric vehicles have gained immense popularity in recent years, praised for their innovation, sustainability, and contribution to a cleaner environment. However, they are not without their challenges.

Unlike filling up a gas tank, charging an electric vehicle can take anywhere from 30 minutes to several hours. Electric vehicle manufacturers have tried setting up fast charging stations, but these tend to cost more and take a higher toll on battery health. Some customers are even realizing that using fast charging costs nearly as much as using a gas car,

Despite the long-term savings on fuel and maintenance, the initial cost of electric vehicles can be daunting. According to CarEdge, electric cars cost 25% more than the average gas-fueled car. The good news is that prices are slowly going down as the industry evolves.

Electric vehicles might not work as well in very cold or very hot weather, according to Scientific American. The battery can lose power faster, and you may need more energy to heat or cool the car. To deal with this, it's helpful to learn how to manage your car's battery life and use the features designed for these conditions.

Electric vehicle owners often struggle to find reliable charging stations, especially in rural or less developed areas. Even though companies have tried to build as many charging stations as possible, many areas still don't have enough. This means that people who drive electric cars need to plan ahead before visiting such places.

The fear of running out of battery before reaching their destination continues to be a major concern for EV drivers. Even though your battery would usually take you somewhere, battery life can still be affected by things like the weather and terrain. It is very unlikely that you would have a worry-free long road trip with an electric vehicle.

Battery degradation can significantly affect the performance and value of an electric vehicle over time. Since they're new to the market, we don't really have a full understanding of how long the batteries last. Because of this doubt, many people are apprehensive about buying electric vehicles that are second-hand.

Electric vehicle buyers often face limited choices compared to traditional engine models. At the moment, there are only a handful of electric car companies that make reliable vehicles. A few traditional companies are venturing into the electric car market, but they're still focused on their gas cars.

The resale value of electric vehicles can be unpredictable because it is heavily influenced by battery life and new technology. There isn't enough data to accurately predict what an electric vehicle would sell for. Given how fast the market is moving, trends in the resale market can change overnight.

Sometimes, electric vehicles (EVs) can cost more to insure than regular cars. This higher cost comes from the expensive battery systems and the special technology needed for repairs. If you want to lower these costs, compare different insurance rates and what affects them, like the car's safety features and where you live.

It can be hard to find a repair shop with the right skills to fix electric vehicles, especially if you don't live in a big city. This is because EVs work differently from cars with gasoline engines, and not all mechanics are trained to work on them.

To charge an electric vehicle at home, you need to set up a charging station. This includes understanding what equipment is needed and what it costs. You might also need to get permission from local authorities to install everything properly. If you can't do it yourself, you'll also need to hire an expert.

Electric vehicles are heavier because of their large batteries. This extra weight can change how the car drives and uses space inside. For example, some EVs might have less room for passengers or cargo because the battery takes up more space. Heavier weight also means higher shipping costs if you're buying internationally.

Electric vehicles depend a lot on the latest technology. They need regular software updates to keep running smoothly. However, if there's a tech problem or the technology becomes outdated, it can affect how well the car works. This dependency makes the cars vulnerable to glitches, hacks, and restrictions.

Even though electric vehicles help reduce air pollution, [Earth.org](https://www.earth.org) says their batteries can be harmful to the environment when they're no longer usable. The process of making, using, and getting rid of these batteries needs careful management to avoid environmental damage. There is no point in reducing carbon emissions if the cars are going to poison the land and the seas later on.

Electric vehicles often have different towing capacities compared to regular cars. Towing a trailer or carrying heavy loads can greatly reduce the battery range of an EV. This means the car won't go as far on a single charge if it's pulling something heavy.

Connectivity problems can interfere with navigation, remote charging activation, and more. These issues can be caused by anything ranging from outdated software or hardware, or even a complex system. Considering how important some of these features are, they are cause for genuine concern. The quiet nature of electric vehicles is a change for many drivers. For some, the joy of driving a powerful car comes from the sound it makes as the engine burns gas. This makes it hard for hard-core car enthusiasts to fully enjoy electric cars.

Above articles taken from: <https://www.msn.com>

I know there are quite a few electric car owners in our group. If you have an electric vehicle what are your thoughts on the above? Please send to publicity@scunthorpegrimsbyadvancedmotorists.org

Warning to UK drivers over upcoming vehicle tax hike for older cars

Owners of older classic cars could face eye-watering tax hikes next year. Vehicle Excise Duty (VED), often known simply as road tax, sees people who drive or keep their cars on public roads pay an annual fee, But the charge is set to increase for almost all petrol and diesel owners in spring.

First-year VED rates will double, meaning that brand-new polluting models may pay more to be behind the wheel. Cars registered between 1984 and 2001 will be hit hard by the tax overhaul as they fall under a different tax system.

Experts say drivers in the lower power bracket will pay £220 in 2025/26, a hike of about £10 from £210 per year. Those with more powerful engines above 1549cc will have to cough up £15 more every year, shooting up from £345 to £360.

This is all part of new rules being rolled out Driver and Vehicle Licensing Agency (DVLA) from April. New roadworthy car owners could be expected to pay an additional £418 on average.

Diesel cars will be stung the hardest, however. The average increase will be £1,113, about double the rise facing petrol drivers. Zero-emission vehicle drivers – think electric cars (EVs) – will no longer benefit from being tax-free for the first year

People who buy hybrid cars from April will pay an extra £135 and £327 extra on average. GoCompare says this is based on the model, however. Tax rates are largely based on how much CO2 fossil-fuel-guzzling cars spew out – higher admission vehicles are placed in higher VED bands. Vehicles manufactured after 2001 don't have the size taken into account. VED increases will be in lines with inflation, HMRC confirmed, much the same as it did last year.

HMRC said: 'This measure will uprate the Vehicle Excise Duty rates for cars (excluding first year rates) and all other rates for vans, motorcycles and motorcycle trade licenses by the Retail Price Index, and will reflect the inclusion of zero-emission vehicles in Vehicle Excise Duty from 1 April 2025. 'This is a standard uprating to comes into effect from 1 April 2025.

Did you know? – This Jellyfish is Immortal!

The good news is that you can be immortal. The bad news is that you have to become a floating blob of jelly to do so. Scientists have discovered a jellyfish which can live forever.



The Immortal Jellyfish known scientifically as *Turritopsis Dohrnii* is now officially known as the only immortal creature. The secret to eternal life, as it turns out, is not just living a really really really long time. It's all about maturity, or rather the lack of it. The immortal jellyfish (as it is better known popularly) propagate and then, faced with the normal career path of dying, they opt instead to revert to a sexually immature stage.

It turns out that once the adult form of the 4.5 mm-wide species *Turritopsis Dohrnii* have reproduced, they don't die but transform themselves back into their juvenile polyp state. Does the immortal jellyfish turn into a baby again? Simply explained, yes.



Here is what actually happens.

Their tentacles retract, their bodies shrink and they sink to the ocean floor and start the cycle all over again. Among laboratory samples all the adult *Turritopsis* observed regularly, undergo this change and not just once: they can do it over and over again.

Thus, the only known way they can die is if they get consumed by another fish or if a disease strikes the jelly.

However, there are still many mysteries surrounding the *Turritopsis Dohrnii*.

While the process of reverting from its adult-phase to a polyp was observed several times, it hasn't been observed yet in nature, only in laboratory environments, most notably in the lab of Shin Kubota from Kyoto University.

Turritopsis Nutricula vs *Turritopsis Rubra* vs *Turritopsis Dohrnii*

There was a lot of confusion even inside the scientific community between the three types of *Turritopsis* jellyfish: the *Dohrnii*, the *Nutricula* and the *Rubra*.

Simply put, the *Turritopsis* genus can be found in many parts of the world and it is not an easy task to differentiate between these tiny jellyfishes.

The *Nutricula* was for a long time mistakenly the one referred to as the immortal jellyfish, while the jellyfish used in the lab observations was the ***Turritopsis Dohrnii***, as they were collected from the Mediterranean, where the *Dohrnii* is found.

The *Nutricula* is found in the Caribbean and North America and the cycle reversal was not in fact observed on the *Nutricula*. That doesn't mean that the *Nutricula* isn't biologically immortal but that it has not yet been observed and proven that. When the study (Bavestrello et al. 1992; Piraino et al. 1996, 2004) was published, the difference between the *Dohrnii* and *Nutricula* wasn't clear yet and afterwards the media distributed the information that the *Nutricula* would be the immortal one.

And finally, **the *Rubra*** is a *Turritopsis* that can be found next to New Zealand waters.

Its photos can be found all over the web describing the *Nutricula*, but the *Rubra* wasn't even observed to be immortal. Its shape is similar to that of the *Nutricula*, but it is bigger (it can reach 7 mm versus the 4.5 mm of the *Nutricula*).

So, chances are that if you ever hear about the *Nutricula* being immortal, it is in fact the *Dohrnii* but a picture of a *Rubra* will be attached.

Irish Cream and Chocolate Cheesecake.....mmmm – yes please!

The smooth, creamy liqueur gives this no-bake Irish cream cheesecake the wow factor. Top with grated chocolate and a dusting of cocoa.

Ingredients

- 100g/3½oz butter: 100g/3½oz butter
- 250g/8¾oz digestive biscuits, crushed: 250g/8¾oz digestive biscuits, crushed
- 600g/1lb 5oz full-fat soft cheese: 600g/1lb 5oz full-fat soft cheese
- 25ml/1fl oz Irish cream liqueur such as Bailey's: 25ml/1fl oz Irish cream liqueur such as Bailey's
- 100ml/3½oz icing sugar: 100ml/3½oz icing sugar
- 300ml/10½oz double cream, whipped: 300ml/10½oz double cream, whipped
- 100g/3½oz grated chocolate: 100g/3½oz grated chocolate

To garnish

- 200ml/7¼oz double cream, whipped: 200ml/7¼oz double cream, whipped
- cocoa powder, to dust

Method

1. Melt the butter in a pan and add the crushed digestive biscuits. Mix well until the biscuits have absorbed all the butter.
2. Remove from the heat and press into the bottom of a lined 18cm/7in springform tin. Place in the refrigerator and allow to set for one hour.
3. Meanwhile, prepare the filling. Lightly whip the cream cheese then beat in the Irish cream and icing sugar. Fold in the whipped cream and grated chocolate. When smooth, spoon evenly onto the biscuits.
4. Refrigerate and allow to set for a further two hours. Once set, remove and decorate with whipped cream and cocoa powder dusted over the top. Serve.



Early years scheme delivers 'K9 Interactive Puppet Experience'



You may remember the social night when we had Safer Roads Humber (SRH) to give us a talk regarding road safety which included teaching children. This article taken from their website continues to explain the role they play in promoting road safety to children.

North Lincolnshire Council's road safety team has developed a graduated StreetSmart programme which incorporates a new Early Years scheme for the youngest members of its community.

The main character in the new campaign is Minnie, a black labrador puppet, who visits Early Years settings to deliver road safety messages in a 'K9 Interactive Puppet Experience'.

The North Lincs road safety team acknowledges the 'huge benefit parents play in developing safe road users' They are trialling the use of a comic strip to engage parents and carers with the Minnie story; to bridge language barriers, generate discussions, share messages and personalise the story.

'Minnie Message Postcards' are also being trialled to provide short snappy pointers and signpost further reading for parents.

Each story is backed by an interactive sack to create and sustain interest. These bags of items help tell the story and the children are invited up to help the character find the props – developing and improving social, communication, language and vocabulary skills.

Embedded in the scheme are behavioural change strategies that are central to initially helping people form a positive mindset to change. Children are encouraged to buy-in to the story with questions such as 'hands up who rides in a car? Good you can all help Minnie as this story is about being safe riding in a car!'

The children are encouraged to have a selfie with the puppet to share with their parents and generate discussion about why the puppet came into their setting. A sticker is handed out at the end of the session, again as a reminder of the visit.

Safer Roads Humber provided funding to help purchase the puppet and some props to support the new scheme.

Pre and post session evaluation will be used to deliver an 'outstanding road safety package' that stimulates increased focus on everyone getting home safe at the end of the day.

For more information, please contact [Kate Lonsdale by email](mailto:kate.lonsdale@nllc.gov.uk).

Article taken from; [Early years scheme delivers 'K9 Interactive Puppet Experience'](#)

Do we need to have our car lights on in the dark?

Make sure when you go on your travels this winter you stay safe.... Just your headlights and rear lights should do the trick as can be seen in the picture to the right



Novembers Social Night - The Barry Heath Quiz.....

was a fabulous night and attended by many!

There were three teams: one from the Lincolnshire Bikers, one from the Lincolnshire Cars and one from the Scunthorpe and Grimsby Advanced Motorists (Us!)

Most arrived for 7.30 for an 8pm start. The room at the HESLAM Rugby Club was smashing and had quite a few large round tables set out. The three teams sat near to the compare who was from the Bikers group as they won last years' quiz and he started just after 8pm. Everyone who wanted a drink had already been to the bar (soft drinks only of course) and was poised with pen and paper ready to answer all the questions correctly. Obviously, those not on one of the teams, were playing for fun and during the night, there were plenty of laughs and groans going on. There were six sections to the quiz with the first being around politics past and present and the second focusing on Sport. The third was around general knowledge and the fourth was relating to medical terms and problems. The last two sections (5 & 6) were questions about food and the last, all about various areas of the world. There were three teams on our table, Paul and his wife, Jan (me) and my husband, Malcolm, John and Vivienne (the raffle lady). Now then - between you and me, and this is not gospel and NEVER to be repeated, but I do believe we all had a go at cheating – yes cheating - by asking what everyone else had put for an answer for certain questions that we had absolutely no idea what the answer was, and so we copied!! Anyway, I don't think any of us did too bad with scores, but all contradictions by email please to: didwegetanyright.co.uk

So, the winning team was the Bikers who scored 38, second came the Cars, scoring 34 and third with a brilliant and very respectable score of 31 was SAGAM!!

The buffet came out once the quiz had concluded and it was very nice. HERAM Rugby Club provided the food which was well presented and it was actually paid for by an anonymous donation! We all stuffed our faces (well not all of us lol) while we chatted away to different people around the room. Then by around just after 10pm, we were ready to leave and said our goodnights.

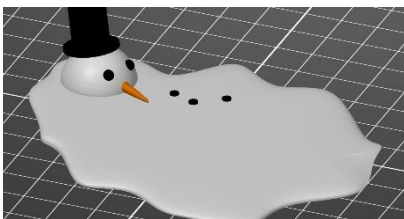
It was a brilliant night enjoyed by all and if for whatever reason you were unable to make it, then perhaps we will see you at one or more of next years' social nights.



Jan

Snowman Jokes are the best Medicine!.....

*What kind of ball doesn't bounce?
A snowball.*



*What do you call a snowman in August?
A puddle.*

*What do snowmen eat for lunch?
Iceburgers.*



*Where do snowmen love to dance?
At a snowball.*



What is a Relay Theft and how can you prevent it.

One of the methods used by thieves to steal cars is called a relay theft.

Relay theft is a method that can only be used on keyless entry cars, so cars that don't require a key in the ignition to start them.

This is how it's done --

One person uses a device to locate the signal being sent from the key, which is normally inside a property, away from the vehicle. The key will continually be sending out this signal, unless it is blocked.

Once the signal; has been located, the device sends the signal to a second device, that is able to trick the car into thinking the keys are outside the vehicle, so it is able to be unlocked.

Once the second device is inside the car, the car thinks that the key is inside, so the engine can then be started, with all the security measures being turned off.

Once the car is started, the engine will not turn off if the signal is lost, this is for safety reasons. The car can then be driven away without the thieves ever having hold of the key.

You may believe that because your keys are inside your property, the signal will not reach your car, try unlocking your car when the keys are inside, and you will be surprised how far away the keys can be, and still unlock it.

The good news is this type of theft can be prevented.

Place all the keys for the vehicle into a faraday pouch/s, this will block the signal from the keys, and ultimately prevent a relay theft taking place. We recommend Secured by Design approved faraday pouches.

Make sure the signal is being blocked, by trying to unlock your car when the keys are inside the pouch. If the signal is being blocked, you won't be able to unlock it.

Consider using a steering wheel lock in addition to the faraday pouch. This adds a visual form of additional security. We recommend Secured by Design approved locks.

Caught My Eye – 2016 Dodge Viper ACR

Going by the name, I don't think this car is available here so at a guess, it's American. It does seem a bit extreme to me but thought it was good to compare with those available to us in the UK.....

Since the Dodge Hellcat Charger and Challenger were introduced last year (*in America I believe*) — a 707-horsepower sedan and coupe that were actually useable as daily transportation, and for about \$65,000 - the Dodge Viper, with (cough) just 645 horsepower and a base price of about \$85,000 seems almost irrelevant.

After all, Dodge has had to discount the Viper to move just 1,000 or so per year, while Hellcats are flying out of dealerships' doors at a premium, as orders pile up.



But rather than curl up in a corner and pout, Viper strikes back with the 2016 Dodge Viper ACR that is, in a word, astounding. Few cars have walked the thin line between "street legal" and "track only" with more success. We weren't able to get numbers during our laps at Virginia International Raceway's longer circuit - more than four miles - but we can say confidently that we've never driven a street-legal car so precisely, so brutally adapted for racetrack duty.

On VIR's longest straight, we have hit 145 mph in multiple Vipers over the years, and since the ACR has the same 645-horsepower, 8.4-liter V-10 as every other Viper (adding more power would require too-expensive government recertification, Dodge told us), the fact we saw about 145 mph in the ACR makes sense. This is not a straight-line speedster - in fact, Dodge says the top speed is 177, compared to 206 mph for the base car.

Why? Downforce. The massive rear wing, the adjustable front splitter, and dive planes produce 1,533 pounds of downforce at the ACR's top speed. With the "Extreme Aero" package, an even more aggressive dual-element rear wing, a bigger front splitter and other add-ons, top-speed downforce increases to 1,710 pounds. It's allegedly the most downforce offered by any street car. Downforce hurts top speed, but man, it makes up for it in the corners.

Indeed, downforce is one of the three best things about the new ACR. The other two: The custom-built Kumho - yes, Kumho - tires that should launch the brand as a legit supercar tire supplier. And the ACR's standard Brembo carbon-ceramic matrix disc brakes are just incredible. Lap after lap, the Kumhos and the Brembos - six-piston calipers up front, four pistons in back - just don't give up. And we're told the very lightly treaded Kumho Ecsta V720 tires can actually be driven on wet pavement, but if you encounter standing water, expect to hydroplane into the next zip code.

You might think that performance-enhancing weight savings - some lightweight carpet; a "minimal three-speaker audio system," Dodge says; thin, manually-adjustable seats - mean the interior is a penalty box. Not so. Alcantara is everywhere, including on the steering wheel; the "minimal" stereo still sings decent sound and provides Sirius radio, navigation and Bluetooth; there's air conditioning and power windows. What else do you need?



Yes, the clutch is a little grabby and the truckish six-speed Tremec TR6060 manual transmission is a little crabby, but no worse than past Vipers. In fact, it's the same as past Vipers. This transmission doesn't break, so you have to live with its moderate crudeness.

The downforce, tires, brakes, and suspension make this car a marvel. That suspension uses coil-over, double-adjustable Bilstein shocks that have 10 settings, and can raise or lower the car as much as three inches. Dodge plans to offer some basic setup sheets for some sample tracks, with suggested suspension settings and tire pressures.



So, what's it like to drive? Spiritual, almost. You can brake so much later than you think you can; you can take turns so much faster than you can imagine, as the suspension and the stunningly good Kumhos - 295/25-19s on the front, 355/30-19s on the rear - work their magic. Incidentally, one place Dodge didn't try to save weight is in the surprisingly heavy tires and wheels, because with all that downforce, the wheels and tires have to be beefy.

With 600 lb-ft of torque, the ACR launches out of corners almost indifferent to what gear you select; indeed, first gear is good for 60 mph. Spirited driving is really pretty easy, as the ACR forgives you, unless you dial out all of the five-level traction control. (Don't.) Brakes and steering are linear, and once you master the balky shifter, the average human can go pretty fast.

Yet it was a balls-out ride with one of the development engineers, Chris Winkler, a former racer with thousands of laps in Vipers, that showed us just how fast this car is. I've raced in the now-defunct Viper Challenge series, and driven plenty of the old ACRs - they ceased production in 2010 - but my cut-parry-thrust ride with Winkler was the fastest I have ever been around a racetrack in a street-legal production car. He says this car is at least five seconds faster on the track than the last ACR. I think his estimate is conservative.



Yes, the Hellcat Charger and Challenger are better at four-alarm burnouts, and the sound of a powerful V-8 drowns out the Viper's V-10.

But if you need a weapon - a car that can take on a road course and destroy lap records - the 2016 Dodge Viper ACR moves to the front of the line. We'd suggest adding a roll cage - Dodge doesn't offer one, but cages for the last-generation ACR will fit - and consider at least a four-point harness as mandatory, preferably six-point, because the standard three-point belt does nothing to hold you in the seat under the drop-anchor braking. (Keep the three-point belt in the car for street driving - in some jurisdictions, racing belts are illegal.)

This is not a car for your teenager, or for a mediocre track-day participant who would be better off with a used Miata. This is a serious, scary car — and we want one. Now.

Price: \$117,895, not including gas-guzzler tax and destination. Dodge will be happy if it can sell 75 of them a year; 100, and it will be giddy.

Article taken from: <https://www.motortrend.com>

Understanding Your Car's Exhaust System: A Visual Guide

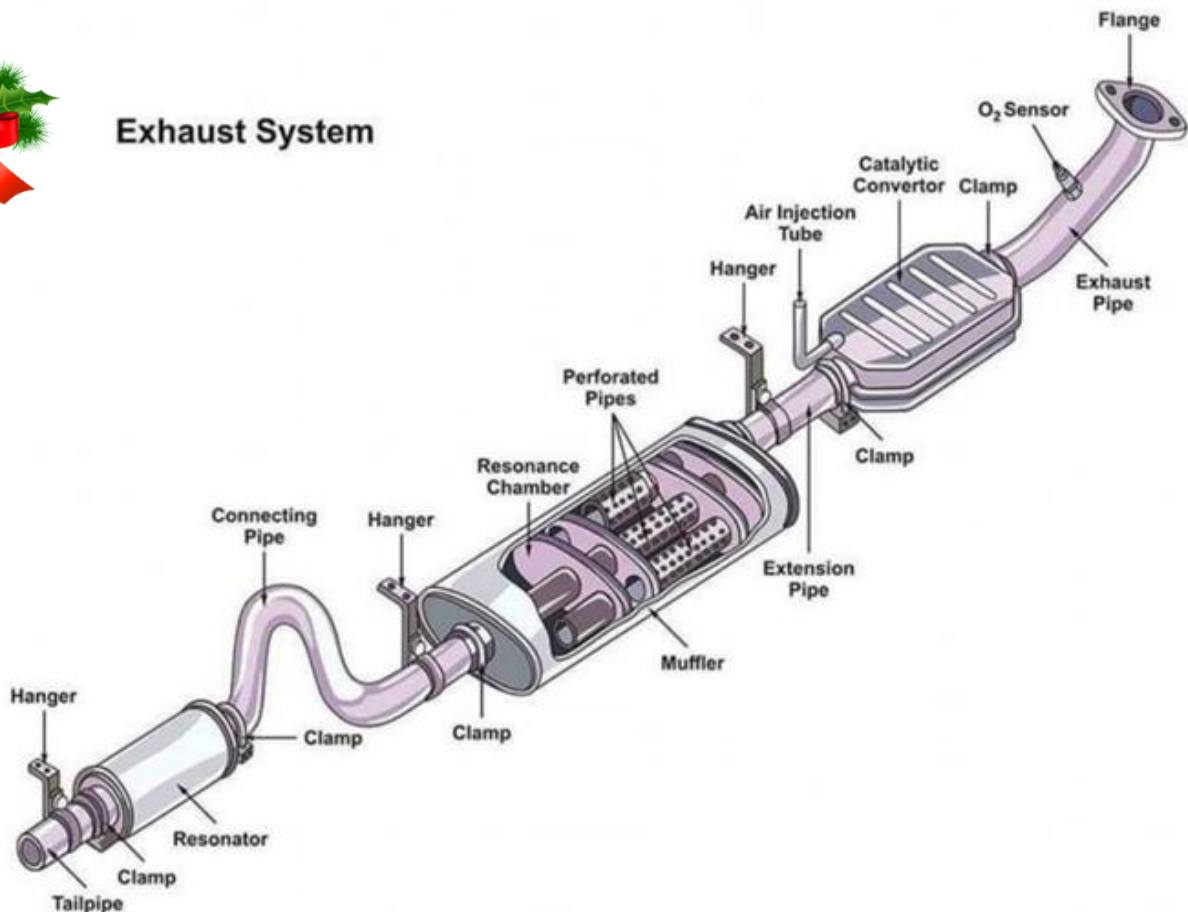
Ever wondered what happens to the exhaust fumes that come out of your car's tailpipe? It's all thanks to a complex system of components collectively known as the exhaust system. Let's break down the key elements and their functions:

1. Flange: This is the starting point, connecting the exhaust manifold to the exhaust pipe.
2. Exhaust Pipe: This is the main conduit that carries the exhaust gases away from the engine.
3. Catalytic Converter: This crucial component reduces harmful emissions like carbon monoxide, hydrocarbons, and nitrogen oxides.
4. O₂ Sensor: This sensor monitors oxygen levels in the exhaust gases to help the engine's computer adjust fuel delivery for optimal performance and emissions control.
5. Air Injection Tube: In some systems, this tube injects air into the exhaust stream to further assist in reducing emissions.
6. Resonator: This component helps to reduce noise levels in the exhaust system.
7. Muffler: The muffler is the primary noise-reducing component, absorbing sound waves and making the exhaust quieter.
8. Tailpipe: This is the final part of the system, where the exhaust gases are expelled into the atmosphere.
9. Hangers: These brackets support the exhaust system, preventing it from sagging or making contact with other parts of the car.
10. Clamps: These fasteners secure the various components of the exhaust system together.

Remember: A well-maintained exhaust system is essential for your car's performance, fuel efficiency, and emissions compliance. If you notice any issues like unusual noises, leaks, or reduced performance, it's important to have your exhaust system inspected by a mechanic.



Exhaust System



2025

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We Got Mail!

We Got Mail!

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



20% Discount on Advanced Driver & Rider courses with: Lincoln IAM, Lincolnshire Advanced Motorcyclists & Scunthorpe & Grimsby Advanced Motorists



As a current member of any of the above groups, you will receive a 20% discount when you sign up to an Advanced Driver or Rider Course in Lincolnshire.

HOW TO CLAIM - Contact us on the details below, quoting the group name of your choice and we'll sign you up - A.D. Course, Lincoln IAM: Tel:0300 365 0152 or lincolniam@gmx.com

A.R. Course, Lincolnshire Advanced Motorcyclists: Tel: 01427 616864 or

lincs-am_sec@pobroadband.co.uk

A.D. Course, Scunthorpe & Grimsby Advanced Motorists - terryheath@sky.com

What am I? You buy me taken apart, to redo what has been undone; Four of my pieces have one sharp corners. The rest of them have none.

Augusts' Answer; **Six.**

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



Website www.iamroadsmart.com/groups/scunthorpeandgrimsby



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



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Happy New Year!