

## Scunthorpe & Grimsby Advanced Motorists

Group No 7080 Charity No. 10631 January 2022 Edition



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# Welcome to 2022!

Blimey, I remember when we welcomed in the year 2000 and now look where we are!

With the pandemic continuing this year, things haven't been 'normal' and we have all struggled from time to time with the isolation and most certainly, the Covid-19 variants have had an impact on how we behave. I think I speak for most of us when I say I would like to send 2021 back to where it came from and have no-one with the Delta variant let alone the new Omicron one. And then on top of that, we had the constant news feeds about the International Climate Change Conference. Everything has seemed to be negative in 2021 but a lot of stuff underneath, has actually been really good. For example, a positive story that has been going on for years and one that we have indeed discussed a few times in the Newsletters, is that of the rise of the electric vehicle. There's also more good things going on like advances in medicine such as half the human race having been vaccinated in a year; One of the biggest strains of influenza known as Yamagata which killed around half a million people every year, has almost disappeared; Billionaires who have dodged their tax bills will now have to stump up a minimum of 15% corporate tax. This has been endorsed by the G20, involved 136 countries and probably one of the loveliest of all, is that several animals have come off the endangered species list, such as the cute pandas. Then of course there was the fuel price hikes, although it does seem to be coming down a little now so as we can see, it's not been all bad and hopefully in 2022, we will see more advances in many areas and of course we can't forget the observers brilliant night out for the E-car experience. So I guess that now, we are looking forward to seeing what this year brings with bated breath!

Well, I hope you have had a good Christmas, some great New Year celebrations and can look forward with positivity to a New Year which hopefully will bring us health, wealth and much happiness. With that in mind,

I would like to wish **YOU** a very Happy

2022

Did you find the Ad Lad? He was on page 21, wearing a Christmas hat on the Christmas Hat Day in the Dates in December article. No-one said they had found him so he's hitched a lift in this edition....I really hope someone finds him and he comes back for next time! 😞



## Chairman's Chatter

Hi folks it's magazine time again and time for me to firstly hope and pray that we've all come through this seemingly never ending pandemic. Then it is my pleasure to wish you all a very happy and safe new year. I hope every one of you has managed to have a lovely Christmas and have spent some quality time with friends and relatives.

So, what does the new year have in store for us, I hear you ask ?

In truth, I don't have all the answers to that, but I'd like to think we will be getting more and more back to normal every month. In reality though, that sadly may not be the case ! We did resume driver training and observer training before the festive period and things always slow down for us around this time of year, but we need to try and catch up again very soon. I know we have a bit of a waiting list at the moment, which has increased a little by the influx of a few more Northern Power candidates, so we are really hoping to get into gear and get things moving. Observer training should be resuming shortly too.

The Safer Roads Humber initiative programme for young drivers hasn't progressed much yet but we are still hoping for an influx, now that Christmas is over. I suppose it's still early days yet though .

Your committee will be deciding very soon on the future of live social meetings, versus virtual meetings, but I suspect that zoom meetings might be the order of the day for the immediate future. Please do not take that as a given as we have yet to discuss it but as soon as there's a definitive result, I will let you all know by email.

Before I close this article, I will make yet another appeal to you all for ideas for zoom meetings and social meetings, whenever they return. I make similar pleas for ideas fairly frequently, unfortunately we haven't had much feed-back in the past, so if you would all please try and give it some serious thought, it would be appreciated. All I want is an idea or two, and if necessary I can follow any ideas up and hopefully bring them to fruition. I look forward to hearing from someone!!

Many thanks as always for your continued support. Here's to continued success for the group.

*Kind regards,*

*Terry Heath*

*Chairman & N.O.*



## **Observer Team News – January 2022.**

I have decided to use this month's news page to recap on the last year.

After a year of lockdowns and discontinuation of Advanced driver training, February brought a glimmer of hope and we were able to start making plans to restart. A date was agreed and on 28<sup>th</sup> March we held our first Observer meeting via Zoom, which has in itself proved a great way to keep the team together and promoted a sense of belonging, with always an answer somewhere.

We now have regular meetings approximately every 3 months. We spent quite some time discussing how we could keep ourselves and prospective associates safe from Covid-19 during guidance. Cooperation was key, with Face coverings, Sanitising, handwashing etc for Observers and associates agreed upon by all. To help the team get up to speed, we developed peer to peer sessions whereby, we teamed up in pairs and with a little role play, emulating associate and Observer and then changing roles. A very useful exercise, and within a couple of months we were all ready to go, whenever we were to be allowed and associates allocated.

Our group social meeting in June, saw our local examiner, Tim Stanley, giving a talk on what is expected on the advanced test which was very informative for candidate and observer alike. Following this, at a later date, our group Chief Observer Allen was fortunate enough to gain an insight first hand having a drive out with Tim which he enjoyed and shared the experience at the next Observer meeting, Thanks Allen.

Throughout the summer months IAM RoadSmart were showing various Webinars which included Myths about drink driving and Tone of voice in the learning environment. Look out for the webinars for they are well worth watching and some are interactive. August saw the Peer to peer sessions coming to completion and by now we were aware that approximately seven associates were awaiting allocation to Observers.

September saw us invited to attend a presentation given by Lincoln Group to Cleethorpes U3A members. After a very well presented talk, eight U3A members signed up for taster drives which have now been carried out by SAGAM although, unfortunately none signed up for the full Advanced driving course.

During October, Associates were allocated to the Observer team, some of which, at time of writing have passed or are awaiting tests or somewhere in between, so well done and good luck to all, what-ever stage you are at. An exciting event awaited the team in early November. At our meetings we had touched on Electric vehicles, but no one had actually driven one. We were fortunate to be invited by Pentagon SEAT/ Peugeot at Scunthorpe, to their showroom to learn about electric cars and be allowed to experience driving them. We had a fabulous evening during which Rob and Mark of Pentagon passed on knowledge to us that we would

have struggled to learn otherwise. The information learned will be hugely beneficial to us all when eventually our associates turn up in an EV. Huge thanks to Mark, Rob and their team.

During the year our some of our Observers have had achievements of their own. Worthy of note are;

- Sue Harris and Terry Heath, both successful in National Observer reassessment.
- John Wigmore successful gaining Check tester status.
- Lee Curtis achieved IMI local observer status.
- Finally, welcome Chris Bilton who has recently begun Local Observer training.

Apologies if I have left anyone out.

I would like to say huge thank you to the Observer Team for attending our meetings on Zoom and for your patience during what have been a strange couple of years. Although still unsettled, we seem to be getting back to doing what we do best, helping to make better drivers and making our roads that little bit safer.

On behalf of The Observer Team, we wish you a very Happy New Year and stay safe.

Paul Cassell.



### **In the month of November National Highways have recorded 221 incursions into traffic management through their internal reporting system.**

During November alone there were 221 incursions into traffic management by vehicles, many of which could pose significant risk to the workforce. Incursions to 'Seek Benefit' was ranked first with 60, followed by 'Driver confused' as second with 31 incursions, and third being 'Breach of Rolling Roadblock (TOS)' with 14 instances. 'Follow-In' incursions is ranked as fourth with 10 instances, with the fifth being 'Result of accident' with 5 instances, and sixth being 'Seek Information' with 5 instances. There were 92 incursions 'Because of Breakdown' also recorded - although clarity as to whether these are in actual fact a planned act needs to be further established as many of these pose no significant risk to the workforce. Amongst the Traffic Officer Service the majority of incursions we breaching a rolling roadblock, the number totalling almost 10% at 14 in the 30 days of the month whilst in the Operations directorate and DBFO summary this number was surpassed by those seeking to gain benefit - which for the month totalled 19. The number of IPV strikes across the calendar year now totals 43 with 4 recorded in the month of November.



The heat map (left) shows that the majority of incursions have occurred on major projects, many of which are involved in longer term works on project such as Smart Motorway Upgrades.

Crucially the report also highlights the hotspots for roadworker abuse across the UK (right), although National Highways caveat this with the fact that much of their date is gathered from their own Traffic Officer Service and not the wider supply chain.



Double click on the link below to read the full report



IPV and Incursions  
Working Group Report

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

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

Full Members - 83

Associate Members - 10

Total Members - 93

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  
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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](http://www.scunthorpegrimsbyadvancedmotorists.org)

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



### Advertising in our Newsletter

If you or anyone you know would like to advertise in our newsletters, please contact Jan on 07834 170 678 or email: [publicity@scunthorpegrimsbyadvancedmotorists.org](mailto:publicity@scunthorpegrimsbyadvancedmotorists.org)

The cost of advertising is:

Full page - £40.00: Half page - £20.00

Costs are per annum and there are 12 monthly issues



Information from



Under rule 229 of the Highway Code, any snow that falls off your car and into the path of other drivers can lead to you being fined.

This rule therefore requires you to remove all snow from your car in case it falls off into the road.

Rule 229 also requires a number of other rules for drivers to fulfil before they take off to drive in the snowy season.

The full rule states:

- 1 You **MUST** be able to see, so clear all snow and ice from all your windows
- 2 You **MUST** ensure that lights are clean and number plates are clearly visible and legible
- 3 Make sure the mirrors are clear and the windows are demisted thoroughly
- 4 Remove all snow that might fall off into the path of other road users
- 5 Check your planned route is clear of delays and that no further snowfalls or severe weather are predicted

If these rules aren't met, drivers can be hit with points on their licence, and even a fine.

Recommendations to avoid breaking the rules are as follows:

- 1 Demist and clear all mirrors
- 2 Clean all lights
- 3 Make sure your number plates are visible
- 4 Remove all snow that might fall off into the path of other drivers
- 5 Check your planned route is clear of delays and that no further snowfall is predicted

For extra safety precaution, car experts also recommend wearing sunglasses in the mornings when there is low winter sun, as the glare can majorly reduce your visibility.



## Flåm Railway

With the New Year we can expect to hear more of such expressions as “Carbon Neutral” and “Net Zero”. However, it is worth reminding ourselves that there is nothing new about this.

For centuries, ships were driven by sail, a carbon free energy source that draws its power from the naturally occurring strength of the wind. Similarly, hydro-electric power comes with no cost to the environment. This fact was not lost on Norwegian Engineers who, as early as 1871, conceived that a railway could be built to connect Flåm at the head of Sognefjord to the main line from Oslo to Bergen on the West coast.



There is a saying in Norway, that if you can see the mountain it is going to rain; if you cannot see the mountain it is raining. A consequence of the climate is that the country has a ready supply of water, and therefore hydro-electric power.

Due to its inland situation at the head of Sognefjord, Flåm was frequently cut off from the outside world. With a full time population as low as 350, the town had little opportunity to develop its tourist potential until the railway fully opened. The year was 1940 and a single electric locomotive traveled the line throughout the wartime, until 1949 saw the introduction of a second locomotive. At the same time the single line track was augmented by a passing loop at Berekvam Station.



From sea-level at Flåm the total vertical distance to Myrdal is 2833 feet, at which point it is a simple matter to change trains and continue along the main line to Voss, where the Oslo to Bergen express will be waiting. Not so simple is the fact that, even following the winding contours of the land, the run from Flåm to Myrdal is only 12.6 miles. Consequently, the line would have a maximum gradient of 1:18, among the world's steepest for an adhesion railway.



Initially, power for the trains was provided by a small dedicated hydro-electric plant near the Berekvam halt. However, when 1949 saw the introduction of the second locomotive, the power source was boosted by regenerated energy from the down-coming train.

The original concept was for the line to be populated with electric multiple units with a wheel loading of 12.5 tonnes per axle. However, in 1972 the line was upgraded to take a wheel load of 18 tons per axle, and the multiple units gave way to 4000HP BO-BO electric locomotives.



Now known in the Norwegian language as the Flåmsbana, the Flåm Railway carries over half a million tourists a year, and will continue to do so with a zero-carbon footprint.

Photographs;

A cruise ship at Flåm.

A modern BO-BO loco at Flåm.

An electric multiple unit at Voss.

The Hydro-electric power station.

**Article very kindly supplied by John Wigmore**

## Did You Know? - What is what3words?

### The simplest way to talk about location



Street addresses weren't designed for 2021. They aren't accurate enough to specify precise locations, such as building entrances, and don't exist for parks and many rural areas. This makes it hard to find places and prevents people from describing exactly where help is needed in an emergency. That's why what3words was created.

The world was divided into 3 metre square and each square was given a unique combination of three words. It's the easiest way to find and share exact locations. Millions of people around the world use what3words to make life safer, more efficient and less frustration.

From organising meetups to receiving contact-free deliveries, here are some of the most popular ways of using what3words.

#### **Cyclists organise meeting points.**

One cyclist said she has used what3words to help arrange meeting point with other cyclists for group rides. She added that they save and share where they are planning to meet by using the free app. When needing to take a break, they can share the meeting point with other cyclists so they can all enjoy a beautiful view whilst relaxing.

#### **Runners organise activities whilst staying safe.**

When out running, particularly lone runners know that they can get help from the emergency services should they need it as their exact position can be pinpointed, making it easy for them to be located.

#### **Photographers share their photo locations.**

After taking a photo, what3words can be used to see the exact location of where each photograph was captured, allowing the viewer to visit the place themselves.

#### **Bird Watchers share bird sighting locations.**

What3words has revolutionised the ability of birdwatchers to share bird sightings and locations with fellow watchers. Rather than writing a long message with a location and a description of a bird sighting, what3words and a compass heading is all that is needed.

#### **Hikers share the best spots with friends and fellow hikers.**

Wherever the hiker is, be it on a river, up a mountain or on a rockface, either at home or abroad, they can share the location of a spectacular view very quickly via what3words. The location can then be shared directly into a WhatsApp group.

#### **Horse riders are addressing their stables and staying safe.**

In the equestrian world, what3words is especially useful as it enables the riders and stable hands to feel much safer when they are out hacking. It is recommended that people save the 3 words to the entrance of their stables in case there is an emergency. The system operates in rural locations so it perfect for marking, pinpointing specific spots and sharing them with one another.

#### **Travellers are sharing their favourite spots.**

Some travellers like to write about the different locations they have visited. Using what3words at the same time, allows the reader to know the exact spot the writer stood on, therefore allowing them to experience a place exactly as the writer did.

Lamborghini, Lotus, Hitachi, Mitsubishi, Mercedes Benz, Triumph and Tata Motors have all adopted what3words for their vehicles.

Mitsubishi for example, has worked with what3words and now their Eclipse Cross, (See also Caught my Eye) has unique location technology so that drivers can identify, share and navigate to any precise location in the world by just using 3 words. Being renowned for their adventurous vehicles, Mitsubishi builds cars designed for exploring the world in comfort and safety. However, as a lot of parks, open countryside and even addresses have post codes which cover large areas therefore making them difficult to find. Using the what3words app enables drivers to easily locate their desired destination. Using a satellite navigation system can sometime be a rather frustrating exercise when errors can be easy to make or the destination is simply



not recognised. Now with what3words integrated into all Eclipse Cross models, along with the TomTom navigation system, the driver will be able to navigate to any precise location in the world by just inputting the 3 words. They can also be guaranteed that they will arrive at exactly the right location, with Auto-suggest technology prompting them with intelligent suggestions to identify and correct mistakes. In a world first, what3words works off line in the Eclipse Cross. No app, data or cellular connection is needed to input or navigate to any address.

What3words is used by businesses all over the world. Taxi's, delivery companies such as DPL, hotels, sports stadiums and of course the emergency services are all using the free what3words app to navigate more easily.

**Chris Sheldrik** CEO and co-founder of what3words said:

“it can be difficult and frustrating putting an address in a navigation system and most of the amazing places in the world don't have a street address. Eve if you have a building number, address and postcode, you can still be left driving around trying to work out exactly where the entrance is. When a driver uses the what3words in the Eclipse Cross, they can be confident that the location is accurate to 3 meters every time, and it's as simple as typing in stsus.deep.mountain



## Dates for your diary...

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

[publicity@scunthorpegrimsbyadvancedmotorists.org](mailto:publicity@scunthorpegrimsbyadvancedmotorists.org) no later than **15<sup>th</sup> January** please.

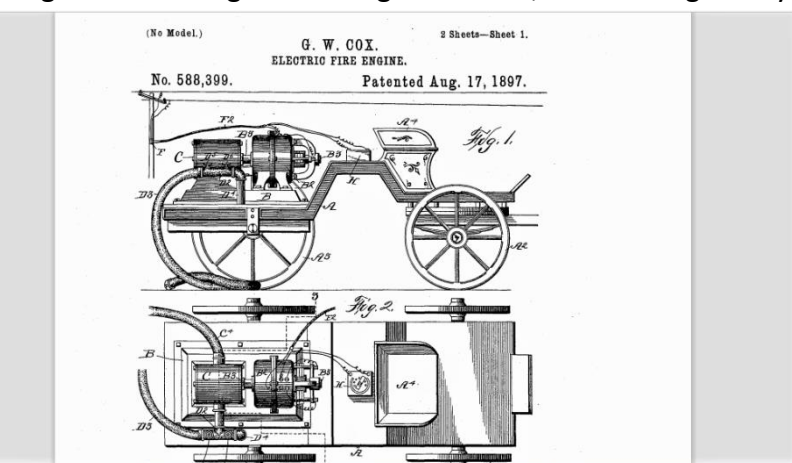
**Committee meeting dates for 2022 are: 12<sup>th</sup> January; 9<sup>th</sup> February; 9<sup>th</sup> March; 13<sup>th</sup> April; 11<sup>th</sup> May; 8<sup>th</sup> June; 13<sup>th</sup> July; 10<sup>th</sup> August; 14<sup>th</sup> September; 12<sup>th</sup> October; 9<sup>th</sup> November; 14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

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



## First Electric Fire Engine

Following on from the E-Car Experience write up, **Peter Batty** sent me the picture below of an electric fire engine. According to the diagram below, it was designed by G W Cox and patented on August 17<sup>th</sup> 1897 so



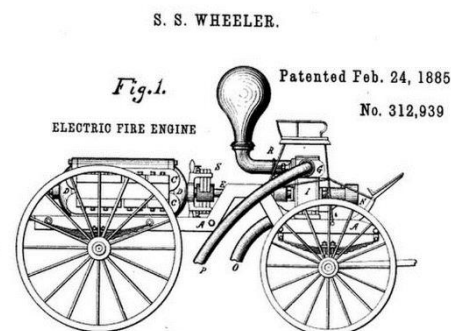
as Peter says, the electric cars are certainly not a new phenomenon!

After doing some research however, I found that the first electric fire engine was actually designed by an American inventor aptly named **Schuyler Wheeler** (looking at the big wheels on the diagram) twelve years earlier and it was patented as an electric fire engine system in the United States in **1885**. He filed his invention in 1882 and the patent was issued in 1885. The system included

electrical infrastructure, with electric motor driven water pumps, on a horse-drawn vehicle.

According to Wikipedia, the electric fire engine is a fire engine with a water pump, used to distribute waster to put out a fire, operated by an electric motor. Electric fire engines were first proposed in the 19<sup>th</sup> century to replace steam pumpers used for firefighting. The electric motor was claimed to be simpler, cleaner and faster in operation, would save money and require less maintenance than the steam fire engine. Contemporary battery-operated models also exist.

The diagram to the right, is of the Schuler Wheel engine.



## *A little bit of what you fancy!– A Recipe Just for You, for 2022*

### *Ingredients*

*4 cups of love  
2 cups of loyalty  
3 cups of forgiveness  
1 cups of friendship  
5 spoons of hope  
2 spoons of tenderness  
4 quarts of faith  
1 barrel of laughter*



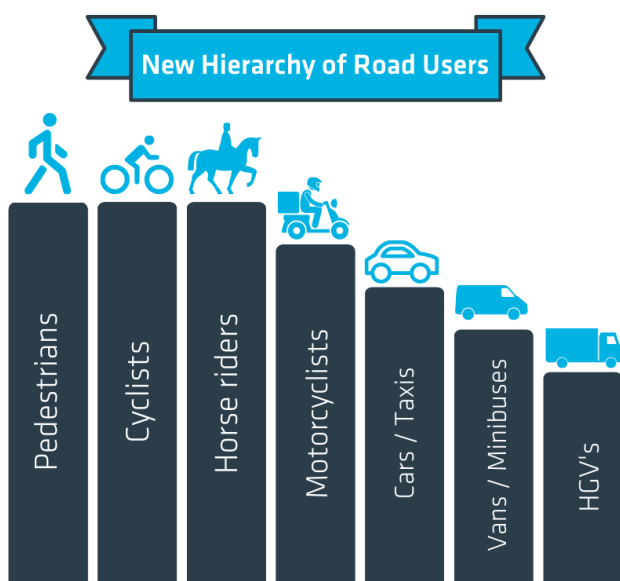
### *Method*

*1 Take love and loyalty, mix them thoroughly with faith.  
2 Blend it with tenderness, kindness and understanding.  
3 Add friendship and hope, sprinkle abundantly with laughter.  
4 Garnish with hugs and kisses.  
5 Serve daily with generous helpings.*



News from **iam**  
RoadSmart

I'm sure you are aware that the Highway Code will be changing in the very near future. Already, there is controversy about the changes to the Hierarchy of Road Users, with HGV drivers protesting that although they are the heaviest vehicles' category on the road, they are at the bottom. Some comment they are extremely worried about the fact that being at the top of the hierarchy, a pedestrian could if they so wished and foolish enough, step out onto a road regardless of what traffic is approaching. Drivers of an HGV argue that the stopping distance is much further than an ordinary vehicle and therefore puts pedestrians at more risk. Clearly, this change will catch some people unaware and no doubt there will be some accidents because of it. The link included in the synopsis below, gives all the information we require to make a judgement on the changes and as Advanced Drivers, I would love to hear your views please.



UPDATE: The 'Hierarchy of Road Users' is a concept that places those road users most at risk in the event of a collision at the top of the hierarchy, however the hierarchy does NOT remove the need for everyone to behave responsibly. 🚶 🚲 🐎

These changes highlight the road users who are most likely to be injured in the event of a collision. All alterations being proposed to The Highway Code can be found via the link below.  
<https://bit.ly/3GjUQr3>





## Safety Advice from Humberside Police

Your car is often a safe space, with your own home comforts added to suit each owner, but opportunistic criminals often see them as easy pickings.

Below are some of the measures that you can take to make your car less likely to be targeted by thieves:

**Spare keys** – Do you know where your spare key-fobs are? When not in use, and if you have a keyless car, consider removing the battery from the spare keys so that there are fewer examples of the same key frequency available for the keyless car thieves to capture.

**Location of keys when not in use** – The more central the keys are placed within a home environment, the better. Whilst it may be practical, do not leave your car keys close to the front door.

**CCTV** – Do you have CCTV covering your property and vehicles? This can be a great deterrent to potential criminals, as well as giving you peace of mind.

**Consult your vehicle's manufacturer** – Customers are encouraged to speak to their vehicle's manufacturer about preventative advice as there may be functions or settings which you may not yet be aware of.

**Don't leave valuables inside** – When a vehicle is stolen, whatever is left inside is also stolen too. Remember to not leave anything valuable on show within the car.

**Garages** - Storing your car or vehicle inside a garage, if you have one, will not only hide it from view but will also act as a further barrier. This is the same for bollards or driveway gates. All can be effective in offering a physical barrier against opportunistic criminals.

**Signal suppression pouch** – For keyless car owners, a practical way of managing the signal sent out by the car's key fob is by placing it inside a suppression pouch or box.

**Vehicle tracking** – Does your car have a tracking device fitted? This increases the chances of the car being recovered greatly and can often also result in lower insurance costs.

If you notice anything suspicious in your local area, report this to the police straight away on the non-emergency number 101.

If you see a crime in progress, call 999.



### Vehicle Security Member Survey



We want to hear what our members favourite security gear gadgets are.

We hope you can spare a couple of minutes to fill out our simple survey and we will share our findings with all members in the 'Gear guide' section of our next magazine.

[Click here to complete the survey](#)

# Caught *my* Eye – Mitsubishi Eclipse Cross

## WHAT IS IT?

The Eclipse Cross is more crossover than Eclipse. There's no relevance in it taking its middle name from Mitsubishi's Eclipse sports coupe of distant memory. Instead, it's a fairly mainstream crossover, one to rival the Qashqai, Ateca, Kadjar, RAV4 and the like.

The styling is robust in the lower half, reflecting Mitsubishi's 4x4 heritage, but it has a more dart-like upper profile than its boxy rivals. It's the first complete work of Tsunehiro Kunimoto since he arrived as Mitsubishi's chief of design. He joined from Nissan three years ago.



Ironically, Nissan later took a lifeline shareholding in the troubled Mitsubishi Motors, so you could call this the last pure Mitsubishi. In future, Mitsubishi will donate PHEV and 4x4 expertise to Nissan-Renault. Travelling in the other direction will be Nissan platforms, and presumably, Nissan's ability to operate at a profit.

If you're a student of the Mitsubishi range, the Eclipse Cross fits in size between the ASX and the Outlander. If that doesn't seem a huge gap, be aware the next-gen ASX will shrink and the next Outlander grow. That'll open up more elbow room for the Eclipse Cross.

The first engine is a new lightweight 1.5 turbo petrol. Mitsubishi's existing (if modified) 2.2 diesel will follow. We tried the 4x4 version of the turbo petrol, which comes with a mandatory CVT auto transmission, albeit one with fake stepped modes for when you take over-ride control. The front-driver gets a manual, and the 2.2 diesel has a proper eight-speed automatic gearbox.

It's bigger inside than rivals because the wheelbase is long, taken directly from the Outlander, as is most of the suspension. It's also versatile, helped by sliding reclining rear seats. But the bobtail does reduce boot space.

The cabin style and finish, is a whole lot better than previous Mitsubishi's. That of course isn't saying much, so let's add that it's into the upper-middle of the rivals.

## WHAT IS IT LIKE TO DRIVE?

The turbo petrol engine smears its torque over a wide range, so responds well from low down. It also sings sweetly and quietly at the top end. But annoyingly, at 4,000rpm, which is what you use a lot when pressing on, it drones annoyingly.

Just mooching around towns, or in gentle traffic, the CVT is smooth and sane, choosing a ratio that plays to the engine's low-rev strengths. And yeah, we know CVTs are efficient and light. But floor it and, as they all do, it causes the engine to moan like a dying cow, abandoning correlation between speed and revs, and the response to throttle inputs is fuzzy. That makes it irksome and disconcerting to use.

For driving down twisty roads, where you want predictable response through a corner, it's entirely critical to fix it in one of the eight virtual ratios via the paddles. And then there's the what3words integration.



The steering is oddly weighted around the straight ahead, so it's easy to drift out of your motorway lane. It's like driving in slush. Then you get to a corner or roundabout, probably too fast if you've not taken control of the CVT because there's then no engine braking. So, you yank the wheel and the car rolls onto the outside-front wheel, and then you get back on the throttle and there's more CVT delay before you finally lurch your way out.

## WHAT IS IT LIKE ON THE INSIDE?

The Eclipse Cross carves a lot of people space from its compact footprint. You sit in the usual throne-like crossover attitude up front. Out back, there's top-class leg room and foot space under the front seats. Enough headroom too (just), but then you couldn't expect more when you see the roof-line.

Open up the tailgate and the reason becomes clear. The boot isn't very big. Not fore-to-aft because the rear seats are set well back, nor indeed top-to-bottom because the luggage blind is set low down so you can see out of the spilt rear window.

There's an answer. You can slide the back seat bench forward, either one-third, two-thirds or all of it. This adds boot space, although this leaves endless possibilities for small clutter to disappear into the seat sliding mechanism, never to be seen again. The rolled up blind stores under the floor, handily.

The strongly three-dimensional dashboard emerges at you in a series of tiers, like the architecture of a sports stadium. It looks good, though does force some compromises, like hiding the climate controls in a deep dark recess. Still, at least they are proper controls, not virtual ones lost behind layers of screen menus.

Some of the other switchgear is scattered around with little apparent clarity or logic. By the time you've rooted around and found the lane departure or collision warning system switches, you might have already had the collision.

The dials and screens are clear enough, and top versions have a head-up display. Infotainment is controlled by a touchscreen or well-designed trackpad controller down in the centre console. Mirroring of Apple or Android phones is standard, just to add to the user-friendliness

## WHAT SHOULD I BE PAYING?

The petrol FWD manual is officially rated at 42.8mpg, or 151g/km. The 4x4 auto is barely worse, at 40.4mpg. There's usually a bigger gap between FWD and 4WD, so that's a demonstration of the efficiency of the loathsome CVT. Sorry.

Mitsubishi's UK warranty is a reasonably generous five-year, 62,500-miler.

Prices haven't been fixed as we write. But it won't be bargain-basement. It's built-in yen, so currency isn't favourable. However, after researching, I found the average price of a 20/21 reg plate around the £30,000 mark so they're not cheap but not too expensive either. The specimen shown below is a 21 plate and is on Parker's website for £27,498. Standard or optional are most of the safety and driver-assist features you'd expect: collision warning, active cruise including stop-and-go, blind-spot warning with cross-traffic assist, and all-round parking cameras. It's only lane-departure warning, though, not lane-keeping assistance.

## WHAT'S THE VERDICT? **7/10**

"The Eclipse Cross is a striking and mostly successful Qashqai rival"

A comfy, versatile crossover that looks distinctive enough to be recognisable in this crazily crowded market. Better to drive than the first impression suggests, but in the 4x4 you've got to fight your way past an obstructive CVT.

Extract taken from Top Gear



## **Rising threat of drug driving sees charity Crimestoppers launch appeal and campaign for anonymous information on regular abusers.**

Independent charity Crimestoppers, in partnership with D.tec International, (experts in the provision of Drug and Alcohol screening services for both blue chip companies and the public sector) has launched a new national campaign to target those who get behind the wheel and drug drive. It comes as new statistics from the charity show drug driving reports Crimestoppers received anonymously that are passed on to law enforcement have risen from 5,028 (April 2018-March 2019) to 10,580 (April 2020-March 2021) – a 110% increase over three years.

### **Drug driving; Crimestoppers reports sent to police**

- Apr 2018 - March 2019; 5,028
- Apr 2019 - March 2020; 8,780
- Apr 2020 - March 2021; 10,580
- Change in 3 years 110%

One in twenty fatalities on our roads nationally is caused by drug drivers. There have been significant rises in arrests for drug driving in some areas, such as in the North West. This includes 2020 figures from Cumbria Police, who recorded 883 drug driving arrests, twice the number for drink driving (437) in the same period. Crimestoppers' 4-week campaign highlights how drug drivers put not only their own, but other people's lives at risk. The charity is urging people to speak up about regular drug drivers, as this information helps prevent potential damaging or fatal collisions from happening. Crimestoppers is independent of the police and guarantees complete anonymity to more than 1,500 people who contact the charity each and every day. This promise has been kept since the charity began back in the late 1980s, helping to give a voice to the fifth of people it's estimated who refuse to speak to the police.

D.tec International supplies DrugWipe, the instant readout disposable drug detection device which is used extensively for roadside driver drug screening by all 43 police forces across the UK.

Information Crimestoppers would like to receive includes:

- Who the person is and what they look like?
- Where do they take drugs and how often they do it?
- What type of drug or drugs are they are taking regularly?
- Where and when are they driving?
- Their vehicle's make and registration number

**Mick Duthie**, Director of Operations at the charity Crimestoppers, said:

“Often the victims of road traffic collisions are passengers in cars driven by those under the influence of drugs, so community intelligence is vital to helping keep our streets safe. This appeal and campaign to raise awareness will help tackle the false belief that it's only drink drivers who can be easily detected. We aim to discourage those who may be thinking of getting behind the wheel, and ensure that they think about the implications of their actions on themselves, their families and the loved ones of potential victims. Since we began in the late 1980s, we've always kept our promise of anonymity to everyone who does the right thing and contacts us.”

**Ean Lewin**, Managing Director of D.tec International, said:

“It took several decades for society to accept that drink driving is a significant problem and even today this careless and selfish act continues to kill or seriously injure innocent lives. Drug driving has grown in the dark and is now a significant and rapidly growing problem across the UK. Since it was introduced as an offence six years ago, only now is the scale of the problem becoming apparent with two to three times more arrests than drink driving in some parts of the UK. As police forces across England, Wales and Scotland begin to release statistics for the first week of their annual Christmas drink and drug drive campaign, the numbers demonstrate an increase on last year and the pre-Covid year before that. The facts speak for themselves – this is an horrendous situation and more must be done to address it.”

Anyone with information about regular drug drivers are asked to complete Crimestoppers' simple and secure anonymous online form [atwww.crimestoppers-uk.org](http://atwww.crimestoppers-uk.org) or alternatively call the charity's UK Contact Centre on freephone 0800 555 111. You will stay 100% anonymous. Always. If it's an emergency, always contact the police by dialling 999. Article very kindly supplied by Brian Woods via Terry Heath

## **Pets Corner – Camlist – Is this the Safest Way to Rehome a Pet in the UK?**

Whether you're a breeder or not, having to rehome a beloved pet is always a heart-breaking thing to have to do. However, sometimes circumstances mean it could be the only way forward for some. This information will hopefully help to reach the hard decision a little more easily when having to part with theirs or their family's/friends' pet. Unfortunately, this time of year sees a lot of unwanted pets and so hopefully, this article may help someone.

**Camlist** is the first app of its kind in the UK, offering safety to buyers, breeders, and most importantly our furry friends.

UK based startup Camlist, has launched a first of its kind video marketplace for pets, with a mission to become the safest way to rehome pets.

About the mission of the startup, Camlist CEO **Moustafa Mahmoud** said:

“Our mission is to make Camlist the safest way for anyone to rehome a pet in the UK, with a primary focus on animal welfare. Safety is the core of everything we do, safety of buyers, of breeders, and most importantly safety of the pets.”

The video listing experience, along with the profile-based rating system for breeders, has allowed the best breeders to build a great reputation and to stand out on the platform. This helps build trust among buyers and reduces the challenges they face while rehoming a pet.

Many prospective pet parents in the past have faced heartbreak when they were looking to rehome a pet due to bad actors who show complete disregard for the health and safety of pets. There have also been cases where buyers have been scammed of their hard-earned money under the guise of deposits or shipping costs. To counter this, Camlist offers a unique Buyer Protection Program.

“We wanted to give prospective pet parents complete peace of mind while paying the breeders. So, we introduced our Buyer Protection Program, where the buyer can make the payment on our app and it is only released to the breeder once they confirm that they have physically received the pet.”, said Moustafa.

But perhaps the most exciting offering from Camlist is their first-of-a-kind pet financing program. Through this program, Camlist pays breeders the full price and offers buyers the option to pay in instalments with 0% interest.

“We introduced 0% interest pet financing to help every pet find a loving home, which was becoming increasingly challenging due to a rise in prices due to COVID. Money was often a barrier between good families being able to offer good homes for the pets, and we hope our financing option solves that problem”,

Moustafa added.

To raise awareness to their mission, the start-up is currently offering 1 year of free pet food to all pet parents who rehome their pet through Camlist. Moustafa said

“We started offering 1 year of free pet food to promote our mission of safe rehoming. Any pet rehomed through Camlist will come with one full year of free pet food for a limited time. We hope this brings awareness to our mission across the community.”

Camlist believes that their app has the potential to change the way people rehome pets in the UK and make it much safer for all participants with a special focus on animal welfare. They hope that more people opt in to use the app when they're considering rehoming a pet to support this mission and enjoy a safer and more convenient journey.

**About Camlist:-** Camlist is the world's first video marketplace for pets. Having launched in the UK in early 2021, Camlist now boasts thousands of breeders on their app and has introduced the country's first 0% interest pet financing product as well as a host of features that provide buyers and breeders with a safer and more convenient way to rehome their pets. The app is available on both iOS and Android.

Taken from the Camlist website

Disclaimer - Looking on Camlist's website, I can see that there are both good and not so good reviews about the above. Please be *very* careful when buying any type of pet from Camlist, any other web-based app, any breeder or any pets advertised for sale on other sites.



### **Do you drive a car with automatic lane recognition? If so, this could apply to you....**

It's being claimed the problem of faded road markings is affecting the safety systems of millions of motorists' cars. The Times reports that the problem of faded road markings is already affecting the safety systems of millions of motorists' cars with the country's ambition to lead the world in automated cars being hindered by the poor state of the white lines on half the country's roads.

It says the problem of already affecting an estimated 4.4 million motorists driving new cars with safety systems intended to nudge them if they drift into another lane or into oncoming traffic on the wrong side of the road and that motor manufacturers are 'pouring millions of pounds' into the technology intended to reduce human error, which I blamed for about 85% of road collisions resulting in injury.

**Matthew Avery**, director of research at Thatcham, the UK vehicle testing organisation, is quoted by the Times as saying:

"If those white lines are not there, your safety system is not going to work. Half the time, they can't work because they can't read the road"

RSMA CEO **Stu McInroy** said:

"Higher levels of autonomy truly rely on high quality road markings to allow the vehicle to read the road. Government and road authorities must understand the importance of ensuring the basic infrastructure exists to support this advanced and highly capable technology. Professionally applied and maintained road markings are the pivotal element that shall determine the success or failure of the transition towards autonomous operations".

Article very kindly supplied by Brian Woods via Terry Heath





Following on from last months' writeup about our Electric Car Experience, I found this on the IAM website and thought it would be of interest. It also ties in with some of the articles in previous editions.

## **IAM's Debunking the Myths about Electric Cars**

More people are planning to ditch the petrol and diesel engines in favour for an eco-friendlier electric option, yet myths surrounding the technology still exist. Whether it's range anxiety, the charging infrastructure, or the longevity of the battery – many drivers are still wary of making the switch.

Electric vehicles (EV) are growing in popularity among drivers, with EV's now accounting for just over one in ten sales (10.7%) of new cars – surging from just 1.1% in 2015<sup>1</sup>.

IAM RoadSmart has unpicked the most common misconceptions to debunk, whilst setting the record straight on electric vehicles.

### **Myth 1: Electric vehicles don't have enough range**

Although in the past it may have been a legitimate concern, range anxiety is becoming less of a problem as the UK charging infrastructure catches up with demand and battery technology improves.

With most journeys being less than 50 miles, the documented range of a fully electric car is currently between 100 – 300 miles (depending on the make and model).

### **Myth 2: Electric vehicle batteries don't last long**

[An American study](#) found that the average decline in energy storage is 2.3% per year. That means an electric vehicle with a range of 150 miles will lose 17 miles of accessible range after five years – the rate of decline slows down in later years. Unlike the electric vehicle, internal combustion engine's (ICE) also lose performance with age, but this is mainly due to avoiding vital servicing inspections. So whether it's not maintaining your car battery, changing filters, or replacing spark plugs – these are all ways that the typical ICE can lose performance over time.

### **Myth 3: Driving an electric vehicle won't save money**

It's fair to say that the upfront cost of an electric car can be significantly higher than an average petrol or diesel vehicle, but there are key savings you can make over time. Electric car drivers can instantly benefit from up to £3,000 in government grants towards the cost of buying a new vehicle, and a ['Plug-in Car Grant'](#) reducing the list price of an EV. On top of this, there are some handy tax breaks that can further help EV drivers keep costs down. But here are some typical annual costs for a fully electric model, assuming you travel 7,400 miles a year – the average among British motorists, according to government figures – and charge the car at home. Charging cost per 100 miles: [from £3.75](#) (£277.50 a year) Insurance: [£629 average](#) Road tax: £0. In comparison, these are the typical running costs for a petrol-powered Vauxhall Corsa, the most popular car sold in the UK, assuming annual mileage of 7,400. Fuel cost per 100 miles: £7.54 (£558 a year) Insurance: £553 average: Road tax: £155.

### **Myth 4: Electric cars are costly to maintain and repair**

Just like fuel, servicing costs tend to be cheaper. Electric vehicles generally work out cheaper to service and maintain than the equivalent petrol and diesel models, mainly because they have fewer moving parts and fewer items prone to wearing out over time. Electric cars don't need oil filters and have no cambelts that can be expensive to replace.

### **Myth 5: The power grid won't be able to handle it**

[If 80% of all passenger cars become electric](#), this would lead to a total increase of 10-15% in electricity consumption. The projected growth in e-mobility will not drive an immediate or substantial increase in total electrical-grid power demand, according to a study by [McKinsey & Company](#). This means EV's aren't likely to cause any abrupt surprises or disruptions in our power supply and there is no need for new electricity-generation capacity in the near future. **Lloyd Jones**, Corporate Training Manager at IAM RoadSmart, said:

“Electric vehicles are the future. Manufacturers are spending billions of pounds on the research and development of these vehicles and we are starting to see the benefits of this development. They are easy to drive, have fantastic performance, have a range that is greater than my own daily demand and importantly, for the eleven-year-old boy in me, they are fun to drive.”

## Dates in January 2022

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

### New Year's Day

1st Jan 2022

Happy New Year! It's the first day of the year.

[New Year Fun & Games](#)

[Free 2022 Printable Calendar](#)



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### Global Word Search Day

16th Jan 2022

On a cold winter's day, why not snuggle up with a fun and educational wordsearch.

[100+ Free Printable Wordsearches](#)

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### Martin Luther King Day

17th Jan 2022

A celebration of the life and work of civil rights activist Martin Luther King.

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### Winnie the Pooh Day

18th Jan 2022

Celebrated on author A. A. Milne's birthday, Winnie the Pooh Day celebrates the beloved honey-obsessed bear with readings and teddy bear's picnics.

[10 Inspirational and Funny Winnie the Pooh Quotes](#)

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### Red Squirrel Appreciation Day

21st Jan 2022

Red squirrels are native to the UK, but are under threat from invasive grey squirrels.

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### Burns Night

25th Jan 2022

The birthday of Scotland's national poet Robert Burns, celebrated with a Burn's Night Supper.

[Burns Night Celebration Ideas](#)

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### Australia Day

26th Jan 2022

Australia Day is the National Day of Australia which celebrates the arrival of the First Fleet at Sydney Cove in 1788.

[Website](#)

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### International LEGO Day

28th Jan 2022

LEGO Day marks the date when Godtfred Kirk Christiansen patented the original 2x4 LEGO brick.

[Website](#)


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### International Zebra Day

31st Jan 2022

A day for awareness of the conservation issues of Zebras.



What am I 

I am white when I'm dirty and black when I'm clean....

Last month's answer – Rain

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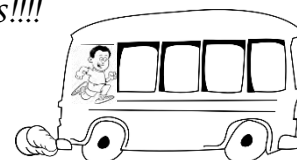


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*Laughter is the Very Best Medicine.....*

- *The duck said to the Bar Tender'.....Put it on my Bill!* 
- *A man walked into a library and asked the librarian for books about paranoia.....she whispered 'They're right behind you!'* 
- *Why don't koala's count as bears?.....Because they don't have any koalafications!!!* 
- *Have you heard the one about the skunk?..... Never mind it stinks!!!!* 
- *A cement mixer and a prison bus crashed on the motorway.....Police are warning people to be on the look-out for hardened criminals!!!!*



## Glow-in-the-dark concrete used on first commercial scheme

A glow in the dark paving system that absorbs ultraviolet rays during the day and radiates light at night has been used for the first time on a major commercial development in Derbyshire. Tarmac worked with developer Blue Deer Ltd and main contractor Cara Construction to install its decorative Toptint Glow concrete on the main walkways and first-floor balconies around its new Glass Yard development in Chesterfield.

Toptint Glow uses light-sensitive chippings that glow and help illuminate areas such as footpaths, cycleways and pedestrian areas. The system works by incorporating the recycled composite luminescent chippings into a matching coloured concrete mix, providing an end result which picks up and emits light at night after dark as well as delivering a long-lasting and durable surface.

Glanville Norman, product development manager at Tarmac, said:

“New developments such as the Glass Yard or other existing high-profile sites often require something visually distinctive that will set them apart, and we’re always looking to develop new and exciting materials that can complement bold design. This is the first time that Toptint Glow has been used on a major commercial development and we were delighted to be able to propose a solution that not only has high aesthetic and environmental quality but also helped to improve safety and visibility.”

Tim Turner, managing director of Blue Deer Ltd, said:

“One of the key principles of our design at the Glass Yard was to introduce a new kind of working environment that is exciting, safe and sustainable and one that people enjoy travelling to and working within. We challenged Tarmac to come up with something that was a bit different for the central walkways and were impressed by Toptint Glow, as it gave us something that was durable but also serves as a design feature that puts a smile on people’s faces.”

Article very kindly supplied by Brain Woods via Terry Heath



## DVLA reveals ZZ Top, Kermit and The Beast are amongst the most unusual car names

Research by DVLA shows that 1 in 6 motorists have named their car, with 27% of those surveyed admitting they had given their motor a moniker. A new DVLA survey reveals that: Out of those surveyed, 1 in 6 motorists surveyed, name their car – and those aged 35 to 53 most likely to do so. Disco Dave, Lady Patricia, The Beast and ZZ Top among most unusual names! The nicknames, which include a mix of unusual and traditional names, were revealed to the agency in its latest motoring survey. The most popular names the survey’s 2,095 respondents gave their vehicles included Betsy, Pablo, Max, Ruby, and Doris – with Max and Ruby also among the top 50 most popular baby names this year. While TV and film characters also inspired many motorists, with the Bat Mobile, Betty Boop, Eeyore, Homer, Kermit, Mickey, Olaf, and Snow White also on the list. Motorists aged 35 to 54 were the most likely to name their vehicles with 27% admitting they had given their motor a moniker, according to the survey. While those aged 16 to 34 were the second most likely to name their cars with just over 26% revealing they’d done so.

Motorists who are planning to sell their beloved vehicles must tell DVLA they are no longer the owner when the vehicle is sold and [the quickest and easier way to do this is online](#).

Julie Lennard, DVLA Chief Executive said:

Whatever you name your car, when it’s time to say goodbye, our online services will always be the fastest, easiest and most convenient way to tell us you’ve sold or transferred a vehicle. We’re delighted that 98% of customers were satisfied with the service and would use this again.

Article very kindly supplied by Brian Woods via Terry Heath

## **Update: Update on planned changes to the rules on driving licence acquisition and the motorcycle riding test**

Regulations have been laid in Parliament for the planned changes to the rules on driving licence acquisition and the motorcycle riding test.

If the draft legislation is approved by MPs, the changes will be introduced in the new year.

The recommended changes are:

1. any candidate who has already passed a test for a manual vehicle for a car, lorry or bus who passes a medium sized lorry (C1), medium sized lorry and trailer (C1+E), minibus (D1) or minibus and trailer (D1+E) test, using an automatic vehicle, will get both the manual and automatic entitlements for that sub-category. This change brings these subcategories in to line with the main C and D categories where these arrangements already apply
2. that the Minimum Test Vehicle Requirement (MTV) for motorcycles used for the A2 test be reduced from 395cc to 245cc, provided that the other MTV requirements are still met

Article very kindly supplied by Brain Woods via Terry Heath 03/12/2021



## **Tesla has agreed to make changes to its Passenger Play feature that allowed games to be played on its touchscreen while the car is in motion.**

It follows an investigation launched by the US National Highway Traffic Safety Administration (NHTSA). The agency said it had been informed by Tesla that a software update would disable the feature while driving. Elon Musk's car firm had faced criticism that the feature was dangerous. The New York Times reported that Tesla had contacted the NHTSA directly. "Passenger Play will now be locked and unusable when the vehicle is in motion," the agency told the paper. Tesla has not issued any formal statement on the matter. **Announcing its inquiry, which opened earlier this week**, the NHTSA said that Passenger Play "may distract the driver and increase the risk of a crash". Although the ability to play games on the car's touchscreen was not aimed at drivers, and asked the person playing to confirm they were a passenger, there was nothing to prevent a driver using it. Initially the feature was only usable when the car was stationary, but this was changed in December 2020 to allow gameplay when the car was moving. The change was noticed by one Tesla owner, Vince Patton, who filed a complaint with the NHTSA describing it as "recklessly negligent". When it opened its inquiry, the NHTSA noted that the feature "may distract the driver and increase the risk of a crash". Its guidelines state that in-car devices have to be disengaged so that they cannot be used by the driver "to perform inherently distracting secondary tasks while driving". This month, it reported that 3,142 road deaths in 2019 were attributed to distracted drivers. In August, the agency launched an investigation into Tesla's Autopilot system after a dozen cars using the feature crashed into parked emergency vehicles. And it is also reviewing other accidents involving the system.



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](mailto:terryheath@sky.com) Twitter: @ANDGRIMSBY



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A.D. Course, Scunthorpe & Grimsby Advanced Motorists Tel: 01652 655601 or [terryheath@sky.com](mailto:terryheath@sky.com)



**Christmas Spot the Difference.** Did you find the differences in the picture below?



- 1 Candy cane flipped on the tree
- 2 Christmas present missing its bow
- 3 A spot missing on the stocking
- 4 The snowman's button missing
- 5 The reindeers' antler missing



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



Group Website

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



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