
Scunthorpe & Grimsby Advanced Motorist

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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 - 6

Total Members - 89

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Please have a look at our web page which includes lots of useful information including our **Monthly Quiz**



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)

**PLEASE NOTE: WE HAVE A NEW WEBSITE ADDRESS AND A NEW WEBSITE!
TAKE A LOOK AND LET US KNOW WHAT YOU THINK**

Holy Land 1 ~ Part 1
Negev and Masada.

Although we often think of the Middle East in terms of division and conflict, the area is perhaps better thought of as the seat of the three great Abrahamic religions, Judaism, Islam, and Christianity. I have now been privileged to visit this area a total of three times. These three articles are my take on the region, its history and people. Starting in the South of the region, let us look first at Masada and the Negev Desert.



Geologically, a desert is defined as a region where the rainfall is less than ten inches (25cm) a year. By coincidence, much of the Negev is also below sea level; indeed its North East perimeter is the lowest point on earth, the shore of the Dead Sea.



After a long drive from the port of Ashdod and through the desert town of Be'er Sheva, our coach brought us to the Eastern approach to the Mount of Masada. Here we took the cable car to the summit plateau; with an overall height of 952 feet, it is difficult to imagine that the top of this hill is only just above sea level.

Masada is known for being the place where a group of Jewish zealots held out against the Roman invaders. Their hilltop fortification was established as early as 37 BC, and continued until in 74 AD they realised the hopelessness of their situation, resulting in the mass suicide of the entire colony of about 960 individuals.



of



No visit to the area would be complete without a dip in the Dead Sea. Visible from the summit of Masada, this enigmatic inland water has a density of 1.24 times that of fresh water. Known technically as an endo-rheic lake, the Dead Sea owes its saltiness to the River Jordan, which carries a phenomenal amount of mineral into the Sea, but

there is no outlet apart from evaporation.

So after bathing in a place where even I could float, all that remained was a fresh water shower and a long bus ride back to Ashdod.

Pictures.

1. Desert, and a few trees planted to shelter coaches from the heat.
2. The Cable Car.
3. Eastern Approach, seen from the Cable Car.
4. A "Swimmer" in the Dead Sea.

Article very kindly supplied by John Wigmore

The Art of Glass Blowing

Our lovely chairman, Terry, sent me a link to a YouTube video and thought you would be interested in viewing it. Unfortunately, the link wouldn't work in a pdf format so I've searched the Internet and found it along with a bit of history to the brilliant art Glass Blowing. The link to watch the video is available at the bottom.

Glass Blowing is the art and science of shaping molten glass into a variety of designs and objects from tiny art pieces to panes of glass. This is accomplished by blowing small amounts of air into a molten glass bubble also known as a parison. A glass smithy or glassblower uses a metal tube or blowpipe to control air, which is blown through the tube into the molten glass allowing the design and shape to be manipulated. Two major methods are free blowing and mold blowing. Of the two, free blowing has been used since the earliest known records for glassblowing in the first century.



Long History of Glass Blowing

While early interest in glass crafting began in Mesopotamia during 2500 BC, glass blowing is believed to have been used first by Roman citizens around 50 BC during the height of the Roman Empire. The earliest pieces were decorative beads or amulets. Around 460 BC, Democritus, who is often referred to as the father of modern science, began using glass blowing to make early magnifying glasses. Alembic and volumetric blown glass began finding use as scientific equipment in early alchemy or chemistry experimentation and studies.

It was not until the 12th century AD that glass blowing began to find widespread use in Italy. Italian glass blowing was a very profitable business and the reason glass blowers were required to hide away on the island of Murano to safeguard their techniques. Murano glass designs and products are still among the most sought after handcrafted glass today. The production of clear Italian glass was not the only glass blowing techniques to be a closely guarded secret. During the 17th and 18th century, Leeuwenhoek, who is credited as the founder of microbiology invented the techniques to make microscope lenses allowing him to be the first to see tiny elements of the human body such as muscle fibres and bacteria.

Physics and medicine have both relied on the skills of glass blowers to make glass apparatuses for experimentation. In 1934, Alexis Carrel and Charles Lindbergh invented the perfusion pump that was designed using glass blown Pyrex. The invention of the perfusion pump allowed organs to be kept alive outside the human body by pumping oxygenated blood through various tubes within the pump and back into the organ. It was featured in Time magazine in 1938 as a major medical breakthrough and would not have been possible without blown glass. Modern technology has naturally brought changes to the craft of glass blowing. Instead of limestone used in early Rome, modern glass blowers used Pyrex and quartz to produce products and instruments used in experiments as these are not likely to shatter as easily as limestone glass.

Glass Blowing Supplies and Equipment

While the exact equipment needed for glass blowing will vary according to the types of products in mind, there are certain basic equipment and supplies that are needed for any glass blowing productions. These include torches, hoses, fuel regulators, and an assortment of attachments. Graphite shields, paddles, and tweezers allow you to handle and shape molten glass at the necessary extreme temperatures. Fireboard is recommended against the wall behind a kiln or furnace as well as on the surface of your workbench. Bead mandrels sprayed with a release substance will allow you to fashion glass beads quickly. Other tools such as nippers and grabbers allow you to cut and place glass as needed. Safety glasses are needed not only to protect your eyes against breaking glass but should also be designed especially for glassblowing activities. They should be dark enough to protect your eyes against the bright flares resulting when working with molten glass. Of course, you also need a good selection of glass tubes in both solid and hollow options and

Driving licence photos must be replaced every 10 years (no matter how young you look)

It's easy to forget, but a quick check now could save you a fine of up to £1,000 if your photocard's expired. It's an annoying £14 to renew (£17 if you renew by post), but that's a far better option than the fine. There are a few dates printed on the photocard, but the one you need is the photo expiry date printed on section 4b on the front of the card. If you really can't find your photocard, see how to renew below.

How to renew your licence

The process is similar, whether you're renewing a driving licence or replacing a lost or stolen one. There are three ways to apply:

- * Online. You can apply online at [Gov.uk](https://www.gov.uk), providing you've a valid UK passport.
- * By post. Alternatively, anyone can get forms (known as 'D1 pack') from most post offices, or order one from the [DVLA](https://www.dvla.gov.uk) website (in the 'Other ways to apply' section).
- * In person at selected post offices. The [Post Office](https://www.postoffice.co.uk) charges an extra £4.50 to take your photo on top of the £17 fee, but the total also includes posting your application to the DVLA.

How much does it cost?

There's a £14 fee for each renewal if you do it online, £17 if you renew by post. You should be sent a reminder and form a few weeks before your licence expires. However, as many miss this or forget, it's well worth making a note of when yours expires. Though the photocard needs to be renewed every 10 years, in general driving licences are valid until you're 70, after which it needs renewing every three years. If you only need to update your address or name, or you're over 70 and you're just renewing it, this is free. There's no limit to the number of times you can update your name and address for free.

How long before expiry do I need to renew?

You'll get a reminder to renew a month or so before your current licence expires, and that's when it's best to do it. The DVLA says you should *usually* get your new licence within one week if you renew online, but currently states that it may take longer due to the pandemic. Renewals by post can take up to three weeks. As the safest thing is to have your new licence in hand, the best way to ensure that is to renew about four weeks before it expires (unless your licence expired during the [coronavirus extension period](#)). Your new licence will be valid from the date your renewal is approved, not from the expiry date of your current licence.

My photocard's already expired, will I be fined?

Renewing late won't prompt a fine, but if your licence has expired the DVLA says you shouldn't drive until it has received your completed renewal application – see directly below.

Can I drive while waiting for my new licence?

The DVLA says if your licence expires while it is processing your renewal application, you can continue driving as long as you meet certain conditions including only driving vehicles you were entitled to drive on your previous licence, not being told by a doctor or optician that you shouldn't drive, and you aren't disqualified from driving. For full info, see the [Gov.uk](https://www.gov.uk) website.

2 Check your correct address is on it

It sounds bonkers, but forget to update your address and you risk a fine of up to £1,000 if stopped by the police – so check now to make sure it's correct.

If your address is wrong, you can update it online via [Gov.uk](https://www.gov.uk), or by post (see [Gov.uk](https://www.gov.uk) for info). There's no limit to the number of times you can do this for free, so it's handy if you move again later down the line.

The DVLA recently made it possible to [change the address on your vehicle log book](#) online too.

3. Check your name or gender is correct if you've changed it

The third check is to make sure your name and/or gender are correct on your driving licence, particularly the former if you've changed it since getting married.

Direct Line previously found 3% of married women had an out-of-date name on their licence, which bizarrely could also incur a fine of up to £1,000. So, if you think you could be affected, check now.

To update your name or gender, order the form (D1 'Application for a driving licence') from Gov.uk and post it to the DVLA, along with the documents needed (forms are also available from most post offices). As with address updates, handily there's no limit to the number of times you can update your name for free.

Will my photocard's expiry be renewed if I update my address or name?

If you're only changing your personal details, the photocard's renewal date won't be updated. While it's free to change personal details, if you decide to include a new photo to renew your photocard at the same time, this will still cost you £14 online, or £17 by post. But if you're only updating your address or name, you don't need to send a new photo unless your current photocard has expired.

Driving in Europe: In most cases you DON'T need a permit (despite Brexit)

Prior to the UK leaving the European Union on 31 January 2020, a UK driving licence was accepted in all EU countries, as well as Iceland, Liechtenstein, Norway and Switzerland, and this continued to be the case during the transition period that ended on 31 December 2020.

The Government had warned UK citizens might need an international driving permit (IDP) to drive in the EU when the transition period ended, but following the agreement of a post-Brexit trade deal, the Department of Transport told us that in most cases, you DON'T need an IDP to drive in the EU or Iceland, Liechtenstein, Norway and Switzerland.

There are only two scenarios where you may need an IDP to drive in those countries:

- If your licence was issued in Gibraltar, Guernsey, Jersey or the Isle of Man, in which case you need to check with the embassy of the country you're planning to visit.
- If you have a paper UK driving licence, in which case you'll again need to check with the embassy of the country you're going to whether you need an IDP or to [upgrade to a photocard](#).

If you do [need an IDP, they cost £5.50](#) and it's possible you may need more than one, depending on where you're planning to go – for full help, including how to apply, see [Driving outside the EU](#).

If neither of the above scenarios apply to you, you can drive in the EU, Iceland, Liechtenstein, Norway and Switzerland using a UK driving licence without any extra documents, though see the [expiry info](#) above for how to check your licence is valid before you go.

Taking your own vehicle? You'll need an insurance 'green card'

Before the UK left the EU on 31 January 2020, and up until the end of the transition period on 31 December 2020, most comprehensive and third party, fire and theft car insurance policies automatically gave you third-party cover (ie, you're covered for damage to another car or someone else's property, but not damage to or theft of your car) if you drove your own car in the EU or in other European countries such as Norway and Switzerland. But now before you go, you'll need to get an insurance 'green card' – an international certificate issued by insurance providers in the UK guaranteeing the bearer has the necessary *minimum level* of third-party cover (you may need to pay if you want a higher level of cover).

To get a green card, you'll need to contact your insurer before you travel. It'll send you a green card, and you need to carry the physical document with you when driving on the Continent. You'll also need to [display a GB sticker on your car](#). Green cards are free, but insurers may charge an admin fee when issuing them. For more info, see our [Cheap Car Insurance](#) guide.

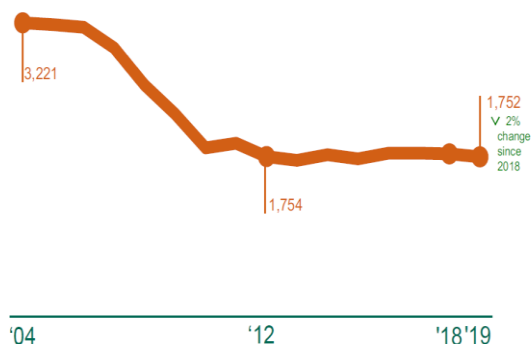
Other things to check before driving in Europe.

Besides your licence and insurance, there are a few other checks you should make before taking your own car to the Continent, and one you should make if you're planning to hire a car when you get there. See our [Driving in Europe](#) guide for full help – here are some quick pointers:

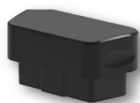
- *Breakdown cover.* Go outside the UK and often your breakdown cover isn't valid. Check it, and if not, you can upgrade to a European policy or buy special one-off temporary cover.
- *Do all maintenance checks* before you go (for where to find help on fixing common complaints, see [Motoring MoneySaving](#)), and ensure you've got manuals and the numbers to call if your vehicle breaks down.

On Monday 14th June I participated in a zoom meeting with Neil Greig, director of policies and research for the IAM. Neil gave a brilliant insight into his work; he showed some very interesting statistics relating to fatal road traffic collisions. Since 2012 the fatality numbers appear to have flatlined but sadly, we are still killing 5 people a day in this country on the roads and in 2019, car occupants accounted for 42% of road deaths, pedestrians 27%, motor cyclists 19% and pedal cyclists 6% with both new as well as the older driver being the most vulnerable. However, the national trend did dip in 2020 as fatal rtc's were down by 14 % but all this, sadly, was just down to Covid. Who knows, the figures may well show an unfortunate upturn, in the next year or so.

Chart 1: Fatalities in reported road accidents: GB, 2004-2019



There was also an excellent discussion on telematics. 194



members were given a small 'black box' which they drove around with in their car for four months in order to forget it. Out of all the full members that were checked using telematics, it was proven that IAM drivers are twice as good as the average driver. Statics show that IAM drivers scored 77 whilst the non-advanced drivers scored just 40. It was clearly a very worthy exercise and they expect there will be more telematics tests for members in the future.

One of the big issues talked about was "Smart motorways". In a recent IAM survey, 80% of advanced drivers were said to be unhappy with them. Most IAM drivers agree, that there doesn't seem to be any real benefits from them. After IAM consultations with the Highways Agency, it has been agreed that no more smart motorways will be built until all the current issues are satisfactorily addressed. For the survey, drivers were asked 2 questions;

1 Do you feel confident you know what to do in the event of a breakdown?

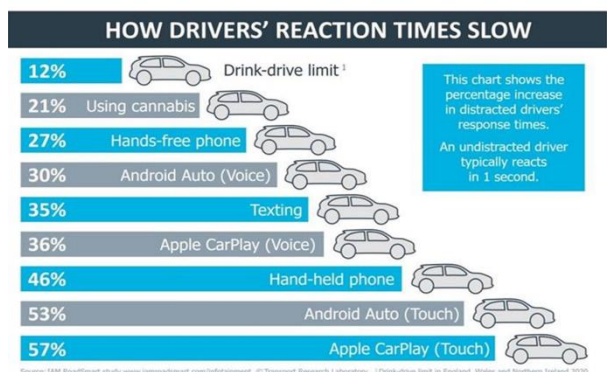
- Only 54% felt confident

And;

2 Do you feel that your journey times have improved as a result of the use of smart motorways?

- Very noticeable improvement 4%
- Noticeable improvement 19%
- Same as before 31%
- No noticeable improvement 40%
- Worse than before 6%

A new highway code should be out in 2022. A lot will cover new rules for cyclists but my question is, who will tell the cyclists? I'm sure not many cyclists are going to rush out and buy a new copy, also how many pedestrians, (truly non drivers) will go and buy a copy?



The talk also went onto touch screen technology. A recent study showed that when using such devices, such as an Apple CarPlay Touch Screen, it caused reaction times to drop by 57% and that's from just using something as simple as a touch screen whilst driving. I must admit, I find that very scary.

How to save on CAR insurance

Prices dived during the lockdowns to reach a seven-year low, though there are already signs they're creeping up as more people on the roads has led to more claims. Combine this with predicted higher switchers' prices due to the clampdown, and this might be the optimal time to lock in a cheap price. Full help in [Cheap Car Insurance](#), but in brief ...

1. **Check if you can save even if months from renewal.** Follow the tips below to check new policy prices. If savings are big, you can cancel your policy, and provided you've not claimed, you'll get a pro-rata refund if you paid upfront, minus a £50ish fee. However, you won't earn the year's no-claims bonus. See [save if not at renewal](#) help.

As Mrs D tweeted last week, shortly after Martin warned that everyone should check, even if not at renewal: *"Blimey. My quote is £300 cheaper than it was in January. Thank you. Husband is next."*

2. **NEVER auto-renew - instead, combine comparison sites for 100s of quotes in minutes.** They don't cover the same insurers, nor give the same price for the same insurer, so use a few. Our current order is: 1) [MoneySupermarket*](#) 2) [Confused.com*](#) 3) [Compare The Market*](#) 4) [GoCompare*](#). (Why? See [comparison order](#).)

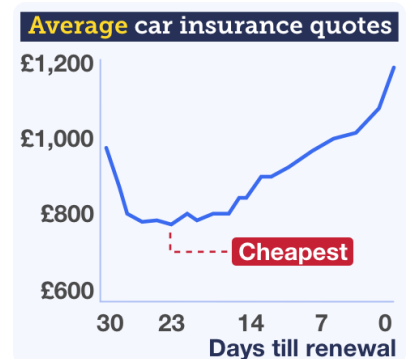
We base our order on which comparison site is likely to be cheapest for most people, which is the best way to choose. Yet comparisons also have sweeteners:

- MoneySupermarket offers up to £150 of car repair vouchers.
- Confused gives a choice, eg, £20 Halfords/Domino's/car wash voucher.
- Compare the Market offers 2for1 meals and movies.
- Go Compare gives a free £250 excess and a £10 MOT voucher.

3. **Then check for deals not on comparison sites.** Check if biggie [Direct Line*](#) can beat your top quote, and see our list of [offers that comparisons miss](#), eg, a £60 Amazon voucher.

4. **Get new quotes three weeks before the policy start date, which can HALVE costs.** Our analysis last month found the optimum time to get a car insurance quote is 23 days ahead of renewal or the new start date. If you leave it later, prices can almost double because insurers' algorithms show those who get new quotes earlier are a lower risk.

Ian emailed: *"Brilliant advice - best price, about 21 days before expiry date, was £340. But day before expiry: £637."*



5. **If you've more than one car, check if you can save with a multicar policy.** Often, multicar newbies get hot offers to suck 'em in, but that advantage can disappear at renewal, so our rule of thumb is: *"If you're on a multicar policy, check separate policies to see if you can save; if you're on separate, check multicar."*

For full info, including how to compare if your cars have different renewal dates, see our [Multicar Insurance](#) guide.

6. **Then try these counter-logical tricks to up your savings...**
 - Use trial and error to see if [comprehensive beats third party](#).

