
Scunthorpe & Grimsby Advanced Motorists

Group No 7080 Charity No. 10631 June 2021 Edition

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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

www.scunthorpegrimsbyadvancedmotorists.org



SAGAM can be found on Facebook at:

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Did You Know? - A Second Interstellar Visitor was seen in our Solar System?

When 'Oumuamua (which roughly means 'Scout' in the Hawaiian language) passed through our solar system in 2017, no one could figure out where the object came from. For the second time ever, astronomers have detected an interstellar object plunging through our solar system but this time, researchers think they know where it came from.

Gennady Borisov, an amateur astronomer working with his own telescope in Crimea, [first spotted](#) the interstellar [comet](#) on August 30th. His find made the object the first interstellar visitor discovered since [oblong 'Oumuamua](#) flashed through our solar neighbourhood back in 2017. Now, in a new paper, a team of Polish researchers has calculated the path this new comet — known as Comet 2I/Borisov or (in early descriptions) as C/2019 Q4 — took to arrive in our sun's gravity well and that path leads back to a binary [red dwarf](#) star system 13.15 light-years away, known as Kruger 60.

When you rewind Comet Borisov's path through space, you'll find that 1 million years ago, the object passed just 5.7 light-years from the centre of Kruger 60, moving just 2.13 miles per second (3.43 kilometres per second), the researchers wrote.

That's fast in human terms — about the top speed of an [X-43A Scramjet](#), one of [the fastest aircraft](#) ever built but an X-43A Scramjet can't overcome the sun's gravity to escape our solar system. The researchers found that if the comet were really moving that slowly at a distance of no more than 6 light-years from Kruger 60, it probably wasn't just passing by. That's probably the star system it came from, they said. At some point in the distant past, Comet Borisov likely orbited those stars the way comets in our system orbit ours.

Ye Qianzhi, an astronomer and comet expert at the University of Maryland USA, who wasn't involved in this paper, told Live Science that the evidence pinning Comet 2I/Borisov to Kruger 60 is pretty convincing based on the data available so far.

"If you have an interstellar comet and you want to know where it came from, then you want to check two things," he said. "First, has this comet had a small pass distance from a planetary system? Because if it's coming from there, then its trajectory must intersect with the location of that system."

Though the 5.7 light-years between the new comet and Kruger may seem bigger than a "small gap" — nearly 357,000 times Earth's distance from the sun — it's close enough to count as "small" for these sorts of calculations, he said.

"Second," Ye added, "usually comets are ejected from a planetary system due to gravitational interactions with major planets in that system."

In our solar system, that might look like Jupiter snagging a comet that's falling toward the sun, slingshotting it around in a brief, partial orbit and then flinging it away toward [interstellar space](#).

"This ejection speed has a limit. It can't be infinite because planets have a certain mass," and the mass of a planet determines how hard it can throw a comet into the void. "Jupiter is pretty massive," he added, "but you can't have a planet that's 100 times more massive than Jupiter because then it would be a star."

That mass threshold sets an upper limit on the speeds of comets escaping star systems, Ye said. And the authors of this paper showed that Comet 2I/Borisov fell within the minimum speed and distance from Kruger 60 to suggest it originated there — assuming their calculations of its trajectory are correct.

Studying interstellar comets is exciting, Ye said, because it offers a rare opportunity to study distant solar systems [using the precise tools scientists employ when examining our own](#). Astronomers can look at Comet

Road Death Investigation – Then and Now..... *incorporating:*



Slice of Life by Peter Serhatlic (IAM R5 Area Manager)

I joined South Yorkshire Police in December of 1984; there were a number of reasons for doing this, not least of all was a TV documentary I had seen sometime in the early 1980's that followed the Motorway Unit of Greater Manchester Police.

One thing that resonated with me was the nature of the work, especially in the winter months and one clip focused on the East bound carriageway of the M62 between Milnrow and Saddleworth, with an Officer in a Range Rover. That image is as clear today as it was then and comes to mind every time, I'm on that stretch of motorway – these days I have plenty of time to think about it due to the congestion!

However, the seed was planted along with an affinity for cars and motorcycles.

Early days in the Police saw me working in uniform 'pushing a panda' around Wath in Rotherham and then after completing my initial Advanced Car course in 1989, driving a 'Response' car in Doncaster Town Centre.

During this time a fortunate stroke of luck led to a time in the C.I.D. in Doncaster, where I saw at first hand the mechanics of a complex criminal investigation and the expertise and thoroughness that goes into this.

The thought that crossing every 't' and dotting all the 'i's' may seem obvious to anyone not involved or connected with an investigation but in reality, cases did not fail at court through lack of evidence. The evidence was always there; the majority of failures came about through a failure to adhere to procedure, such as exhibit handling, continuity of evidence, or contamination of evidence.

During the time I spent within the CID taught me that every aspect of a criminal investigation had at its heart specialists in every field, from Family Liaison, exhibit handling, and interview specialists. But the most important person was the one who drove the enquiry and set the strategy for it.

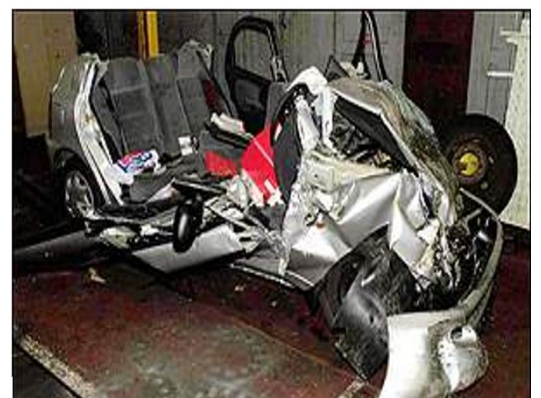
This was proven in a couple of notable cases I was involved with:

An arson with intent to endanger life at a hostel on Morley Road Doncaster, and extradition proceedings to repatriate an offender from Australia for an Attempted Murder, along with working with the FBI on an extradition case from the U.S.A. to send someone back for high value burglaries and robberies in Beverley Hills.

However, my wish in the Police was to go into the Traffic Department and this came true in the summer of 1992, when I was posted to 'C' Group at Rotherham Traffic Department, based at Main Street Police Station, Rotherham.

Without doubt, working on the motorway network brought about its own unique challenges and without question, it is a dangerous environment: imagine, winter nights, cold, foggy, limited visibility, dealing with an incident in the third lane. Responding to incidents, listening to crews in front of you, signing off at incidents, like a choreographed scene, everyone knew where to go and what to do.

In the world of a Roads Policing Officer, dealing with situations such as the picture is a weekly occurrence.



It is a fact that more people lose their lives on the roads through road death than violent crime and more people are seriously injured on the roads than are through violent crime.

In 2018, the last year that figures are available for, approximately 1800 people died on British roads.

In 1992 when I joined the Roads Policing department, the figure was twice that.

Given my background and what I had learnt regarding investigations into serious crime, it was a reality check to witness how road death was investigated. We attended the scene, dealt with this proficiently, then when everything was over, everyone went away and, if it was your turn on your Group, you were left to pick everything up and deal with the investigation.

This included informing the family of a bereavement, gathering exhibits and producing them, tracking down witnesses and interviewing them, and interviewing suspects. Then completing the file and dealing with the CPS.

It is no surprise that the conviction rate was extremely poor. Even more disappointing was the service given to involved families.

However, I am sure many of you remember the outcry in the press when a driver, guilty of a death on the road received meagre punishment, as the offences available on the statutes were very limited at this time. Causing Death by Reckless Driving under the old Road Traffic Act was virtually impossible to prove, there was no offence linking death to alcohol or substance abuse by the driver.

However, overtime and due to lobbying and pressure, new offences were introduced to cover these gaps, they all carried more than six months imprisonment, and were therefore appropriate offences for Crown Court trial, which meant a more robust file submission time had to be met for Crown Court trial guidelines.

Returning back to the investigation system in the 1990's, an incident occurred on the 10th July 1993 on the M1 near to junction 33 of the M1 motorway.

A poorly maintained HGV Tipper vehicle on the northbound carriageway, lost its differential and prop shaft. This bounced over the central reservation, colliding with a vehicle in the nearside lane of the southbound carriageway, killing the driver. The differential came to rest in the boot of the vehicle, miraculously missing an infant in the rear, and its mother in the front passenger seat.

The consequences of this case lead to a review of case law, revolving around Mens Rea versus Actus rea, the finding being here at:

<https://journals.sagepub.com/doi/abs/10.1177/0032258X8505800304?journalCode=pjxa>

Briefly, Mens Rea is a legal term referring to a "guilty mind" or the intention to commit a crime. This intent to cause harm or break the law can be the distinguishing factor that separates a criminal liability from civil liability cases. Mens rea also helps to determine degrees of culpability and thus the severity of punishment in criminal cases.

Actus Rea being sometimes called the external element or the objective element of a crime, is the Latin term for the "guilty act" which, when proved beyond a reasonable doubt in combination with the Mens rea, "guilty mind", produces criminal liability in the common law-based criminal law jurisdictions of England and Wales

The difference between the two being:

Actus Reus refers to the physical aspect of a crime. Mens Rea refers to the mental aspect.

The purpose of the above information is to shed a little light on the complexities of a case as it progresses, and the points to prove. As you can see, the difficulties complex investigations threw up for individuals to be left alone to manage the investigation. Is it no wonder that so many failed, on procedure?

You have probably gathered that when this happened it was my turn to deal with the incident!

Over the course of the investigation, the focus was on the haulage company as well as the driver. The maintenance and tachograph records revealed an indifference to safety and standards, with maintenance records showing trucks in for service, whilst tachographs records showing them on the road at the same time.

Given that the company owned several vehicles this generated an enormous number of exhibits, with each exhibit being a potential question in interview for each of the subsequent three defendants, namely the driver at the time and the two brothers who owned the company.

Dealing with the family of the deceased, putting together a case for the prosecution and being the liaison with the Barrister, became a full-time job for the better part of twelve months.

I was fortunate; my policing partner at the time, Trevor Greaves and the Forensic Collision Investigator Mick Logan, worked with me. But normal business continued, so we investigated this piecemeal when time and circumstances allowed.

The subsequent trial took place in 1994, with the driver being convicted of causing death by Dangerous Driving due to the condition of the vehicle and the two owners convicted of Manslaughter. At that time this was unheard of in Roads Policing terms, and the reason for the stated case at the Court of Appeal, regarding the Actus Reus element of the owners.

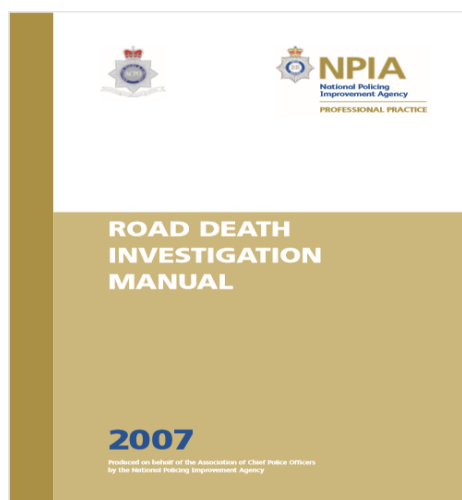
Fast forward to 1999. I returned to the Roads Policing department as a Sergeant but things had not moved on. Investigations were run in the same way and the success and service was still as poor as before.

However, like-minded people in other Forces namely Gwent and Essex, were becoming more forward thinking in relation to investigations and the proposal to formalise properly trained and equipped investigation teams, was gathering momentum.

The Charity 'Brake' had evolved to offer support to families of the bereaved from Road Collisions and 'Brake' became instrumental in the training of Family Liaison Officers (FLO's) within the world of Roads Policing.

Note the word 'Accident' was not used, given its connotation that suggests there is no blame. To limits of degree, there is always blame.

This change in emphasis was crucial and laid the foundation stone for every investigation, for the officer leading the case. If there is a mindset towards no blame, or a fixation on the cause founded in conjecture not evidence, human nature suggests you will try and prove your theory. An excellent recent example of this was in the recent TV drama 'White House Farm' regarding the deaths of the Bamber family in Essex, and who can forget the wasted time and effort on the 'Geordie Ripper'



By 1999 a Road Death Investigation Manual had been developed which required continuous accreditation of qualified Senior Investigating Officers' (SIO). The manual was similar to the Murder Investigation Manual but was fine tuned to suit the needs of the on-road, outdoor scenarios: a murder in a house is a closed scene where evidence can be collected over a period of time. A crime scene on the road, because that what it is, a crime scene, has its own challenges, weather, hours of darkness and the like.

In September of 1999 I qualified as a SIO, attending the Police Staff College at Bramshill in Hampshire. A crucial role of the SIO is to set the investigative strategy using Decision Logs that detail the decision, but

Observer Team News - June 2021.

Hello everyone, I do hope you will find this update of the Observer team activities informative. We had our latest meeting on Tuesday May 4th, which revolved around getting Observers and Associates back in training again.

Our first objective was to partner the team into pairs, following which we are now contacting our relevant partners to carry out peer to peer drives with each other. If we or our partner find any issues with our respective driving or training, it can be discussed and hopefully dealt with together, if not, we can find a solution within the team, which is exactly how we want the team to function.

Also, we are now contacting our associates and preparing to take them under our wing and guidance can get underway.

To our associates, we say a big welcome and, in some cases welcome back, and we shall do our best to help you gain Advanced Driving success.

Obviously during training, protection from the Covid 19 pandemic is, as ever, vitally important and advice is always available via the team, so please ask if you're not sure what is necessary. As always phone numbers and email addresses are on the group website as well as on page 2 in this newsletter. At this stage there are approximately 7 associates ready to undergo Advanced Driver training.

Since the last Observer team news, we have collected several favourite driving routes, each addressing various driving scenarios which we come across and will help with training. Thank you to those who contributed. You do not have to be an Observer to send routes in, if you think a route that you use may be useful, please send it in.

You will see elsewhere in the group newsletter (page 12), a report on our social evening which was presented on Zoom with Guest speaker Tim Stanley, our area examiner. A very enjoyable and educational evening for all.

As you can see things are very much on the move and we will keep you updated via the Observer news page. Meanwhile, if you have any questions regarding driving related issues please get in touch, the team will always be pleased to help. For now though, as always,

Best wishes and STAY SAFE.

The Observer Team.



Visit the IAM RoadSmart Shop - Don't forget to check out the IAM RoadSmart shop. Our range of branded items is available for you to buy online. From Lanyards, car badges and Jackets, to T shirts, polo shirts, pens, mugs and document bags, we hope you will wear/use your IAM RoadSmart branded merchandise with pride. All purchases show your active support for the UK's largest independent road safety charity. [Click here](#) to shop - or call 0800 303 1134. Don't forget as well, the exciting new benefits members can enjoy. From 50% off MOT's with National Tyres and Autocare, to savings on popular magazines including Top Gear and Cycling Plus, there is something for all to enjoy. To access these amazing offers, login to www.iamroadsmart.com and click on Dashboard/My benefit.

SPINALONGA - And the Original Pandemic.

Now that COVID is nearly over, my mind goes back to the long running pandemic of leprosy, and in particular my visit to the former island leprosarium of Spinalonga off the coast of Crete.

For almost four thousand years, leprosy was wrongly thought of as an incurable but highly contagious disease, sometimes even considered to be a punishment from God, visited upon poor people but not the wealthy. Of course, none of the above are true, as leprosy is caused by a bug; it is usually contracted by drinking untreated water, and therefore did not affect anybody rich enough to drink wine! And is only slightly contagious from person to person.



It was as early as 1873 that Norwegian physician Gerhard Hansen first identified the pathogen which he called Hansen's Bacillus, and it is now easily treated with powerful antibiotics. However, the practice of isolating sufferers remained, along with the social stigma. It was not until 1957 that Spinalonga, the last leprosarium in Europe, closed.



Whilst on holiday in Crete, I was pleased to spend a day on the island, and to learn of its long and varied history. Spinalonga is reached by a short boat ride from Elounda, near the resort of Agiou Nikolaou. The 85 acre site with its building has been largely preserved, and is now a popular tourist attraction.

One little known fact is that it was not always an island. During the 16th century, the region was occupied by the Venetians who fortified Spinalonga as part of their sea defences. To improve security, the Venetians also dug up the isthmus, a narrow causeway that originally joined Spinalonga to the mainland via the peninsula of Kalydon. When more peaceful times followed, salt pans were established in the area, where sea water was allowed to evaporate, leaving salt behind.



More recently, 1903 saw the establishment of what was then called a



leper colony; Spinalonga was an obvious choice due to its isolated situation. Although this was 30 years after Hansen's discovery of the truth about leprosy, the news had not reached southern Europe, where separation and the associated stigma was still commonplace. This practice continued until as recently as 1957 when modern medicine effectively put an end to the pandemic, and Spinalonga, the last leper colony, closed. So following its sad and turbulent history, the island's streets are still trodden by numerous pairs of feet; but at least now it is only tourists.

Photographs ...

- 1 The Island viewed from a nearby hilltop.
- 2 A tourist ship approaching the island.
- 3 A street in the island village.
- 4 Inside the island's church.

Article very kindly supplied by John Wigmore

SAGAM Social Night – with Tim Stanley

The night was a very enjoyable one and I have to say, very well attended. There were 28 members joined in both from our own group as well as some from the Hull and Lincoln groups. Stuart Donald QPM MA FCMI also joined us. He is the new IAM Chairman: a former Class 1 police advanced driver and a holder of the Queens Police Medal for distinguished service.

Tim began his presentation by talking about commentary whilst driving/taking the test. He emphasised that it can be the difference between a pass and a fail but it is not a requirement to do a commentary at present. The associate could be the best driver but if they give a poor commentary, it could mean they fail the test. On the other hand, the associate could give a fabulous commentary but be a not so good driver. I gathered that less is more in this instance. Rather than commentating on how the weather looks in the distance, Tim would much rather hear about what's relevant to the driving at any given moment in time, during the drive. A full commentary includes the type of road, the road markings, the speed limit, describing other road users and so on. Tim currently drives a 53 plate BMW but being a class 1 Police Advanced Driver and so using powerful cars, he explained that before he starts any pursuit, he gives a 60 second introduction so other officers know his intentions. Then he looks for the 3 V's – Vision, Volume and Velocity of traffic, so during his proficient drive, he is able to identify potential hazards. Positive features of a pursuit drive are something which has to be dealt with during the drive, for example a roundabout. As he approaches the roundabout, he looks ahead to the traffic likely to be on it and where possible ensure a safe entry without having to stop. Tim also spoke of the method he uses which he calls 'Vision Up'. When making progress and perhaps after a roundabout, he uses his 'Vision Up' by looking further up the 'new' road he is now on, to assess for hazards etc.

Tim continued by discussing the type of commentary he expects from an associate on the test drive. The spoken commentary is an extension of what the driver is doing i.e., it reinforces the drivers' actions and gave the example of using the mirrors. As advanced drivers/riders, we all use our mirrors frequently so we are aware of everything around us but it's quite easy for the associate to say 'mirrors' during the commentary but not actually look in them so it's important for the examiner to glance at the driver to ensure this has been done. The examiner should encourage the associate to do a commentary including the negative points, insofar as they should verbalise the 'what ifs'. For example, what if the vehicle in front comes to a sudden stop? What if the pedestrian on the pavement want to cross without looking? It's also important that the commentary is not a historic one i.e., the parked car I have just passed didn't have its hazard lights on. This would not be relevant as the drive has already passed by. The emphasis is on less is more so the commentary needs to be short and concise. Tim said it's so important to always anticipate the risk – most drivers don't actually look for possible hazards but as advanced drivers, we do. He also said at this point that if there is no expectation that the associate will deliver a police type commentary. If they can tell him what they see, where they are looking and show they can handle the car correctly, he will be happy. If the car has driver assistance facilities, the associate being able to demonstrate their ability to use them, is also a part of the test drive. For example, a sat nav, cruise control etc.

However, driving is a subjective skill and we all make mistakes especially if we don't use the skills too often as has been the case in recent times because of the lockdowns. Traffic lights were talked about at this point. When approaching a green light, it's important to be prepared – plan to stop but be prepared to go. The driver should be thinking about how long the green light has been showing and the result is built into the driving plan – slowly in and quickly out.

Next, Tim spoke about there being nothing wrong with changing your road position in order to have a better view. When approaching a junction, if the driver is not going to actually stop, (unless there are solid white lines, in which case as we all know it is mandatory to stop), or to have only a very brief stop, there is no need to use the handbrake, although this can be very subjective – between 1 & 10 seconds perhaps is the maximum time without applying the handbrake. When approaching a roundabout as discussed earlier, it's important to look ahead and where possible enter onto the roundabout without stopping at all unless it's congested of course. Roundabouts are about keeping the traffic flowing in most cases and the phrase prepare to stop but plan to go was used again.

Tim finished this part of his presentation by complementing our observers by saying the standard of tuition and the calibre of the candidates our groups put forward for their test, is very high.

Editor's Choice.....

CAUGHT MY EYE.....



Ford Mustang E

Ford jumps on the electric crossover bandwagon. Ignore the Mustang branding and you'll find an accomplished car.....

Overview - What is it?

When all's said and done, this is Ford's first fully-fledged electric car and that makes it Very Important Indeed. Yes, it's pricey for a Ford, and no, you won't find a Ford badge on it anywhere – we'll come on to discuss what that means further on – but for now let's dig into it a bit.

Firstly, some facts. Built on an all-new platform, it's available with either a 76 or 99kWh battery and with either a single motor (rear-wheel drive), or twin motor (all-wheel drive) layout. Claimed range is up to 370 miles making it one of the longest-haul electric cars around but again, we'll talk about that further on. The entry-level car weighs just under two tonnes and has 254bhp, the most potent available at the moment has 332bhp. In due course there will be a GT version with upwards of 480bhp, targeting 0-62mph in 3.5secs. Expect that late in 2021, with a price tag of around £75,000.



The most affordable model is the plain Mach-E: 254bhp and £40,350. One step up is the rear-drive 281bhp Extended Range at £49,980. That's the one that can go furthest between charges. The extra power is needed to ensure it's not slower than the 120kg lighter base model. Then we have the two dual motor cars, the smaller battery £46,650 version with 254bhp, the flagship with 332bhp at £57,030. All of which means having 4WD adds about six grand, to the price, but the bigger battery adds nearer ten. All versions are limited to 111mph, the slowest hits 62mph in 6.1secs, the fastest, 5.1secs. Which makes it as quick as a [5.0-litre Mustang coupe](#).

Inside they all seat five, have a hatchback boot and a 100-litre 'frunk' in the nose. But the bigger story is up front where you'll find a Tesla-aping 15.5-inch portrait touchscreen and many claims about connectivity, phone mirroring, apps and self-driving.

But is it a Mustang? It certainly hints hard at it with the thrusting bonnet and light signatures. But this is badge engineering – it doesn't feel or drive like a V8 Mustang in any way. We understand the reasoning and positioning – it's a cool brand and helps Ford justify the money it needs to charge to turn a profit.

But it also puts Ford in a dangerous position for the future. The firm says it will have 17 electrified vehicles along by the end of next year, but actually they're mostly mild hybrids, plus a few plug-ins. The next full BEV doesn't arrive until 2022, and it's a Transit. As yet we have no sight of what Ford is planning to take on either the [Vauxhall Corsa e](#) and [Peugeot e-208](#), or the [VW ID.3](#). But more than that, when it does announce those cars, how are they going to tie in to the Mach-E and benefit from its market positioning as Ford's halo electric car? Ford has potentially made a rod for its own back. And come to think of it, in the UK at least the perception of Mustang is of a relatively low-tech muscle car. But that's all further down the line. What you need to know now is that Ford's pure electric SUV is here, it's available to order in the UK now, with right-hand drive deliveries starting in Spring 2021. It rivals cars such as the [Polestar 2](#), here-soon [Tesla Model Y](#) and could kidnap sales from the [Jaguar I-Pace](#) and [Audi e-tron](#).

Driving – What’s it like to drive?

Good news and bad news here. More-good than bad thankfully. And actually, the bad has more to do with your expectations than any deficiencies on the car’s part. It doesn’t drive like a Mustang. Of course, it doesn’t. It’s a 2.2-tonne SUV. So put any thoughts of smoking, roaring muscle cars out of your mind now. This is not going to grab you in anything like the same way.

Especially not initially. You get in and the seats are flat, lacking bolstering and support. The driving position is good, more reached out than sit-up-and-beg, so at least it doesn’t feel like a school-run bus, and that dipping roofline and darkened rear cabin limits visibility out the back – more coupe-ish.

It’s a cinch to drive. All electric cars are. Twist the PRND gear knob (ignore the L button, it’s meant to mimic



Low Gear, but merely increases regen braking on steep slopes), turn the steering and away you go. At low speeds it’s not the most sophisticated riding car. No air springs or adaptive dampers here (the latter will be fitted to the GT version), and the big wheels thump along rough surfaces. You only really notice this because there’s little else to draw your attention. Unlike the [Tesla Model X](#) for instance, the bodyshell is free from creaks, the Mach-E feels robust, steers cleanly and predictably.

Just be wary of the modes. Active, Whisper and Untamed are the choices. They don’t fundamentally change the handling, ride or power at all, but instead electronically adjust the throttle, brakes, sound generator, steering and – I kid you not – interior ambient lighting.

So, Whisper, although no quieter than any other mode, means the pedals need more of a push before anything happens, the steering is lighter, the ‘Propulsion Sound’ – if you choose to have it on – is quieter. The issue here is that the integration of the brakes isn’t perfect. Initially you don’t get much, then a sudden bite. Switch on the ‘one-pedal’ mode for extra regen and once you get used to it, you’ll probably make smoother progress.

Pick up speed and the ride evens out. We like Ford’s decision to equip the Mach-E with high-profile tyres (225/55 R19s on the long range AWD), meaning there’s plenty of cushioning in the sidewall. On the whole the Mach-E rides with reasonable dexterity. It’s a bit springy at the rear if we’re being picky, and not exactly soft, but then it needs to be taut enough to maintain control through corners and has to give at least a passing nod to the Mustang badge. Tyre dimensions as follows:

Generation: 2020 .. 2022

Market: USDM

Power: 346 hp | 258 kW | 351 PS

Engine: Electric

Options: Premium, First Edition

Center Bore: 63.4 mm

PCD: 5x108

Wheel Fasteners: Lug nuts

Torque: 204 Nm

Thread Size: M14 x 1.5

Trim Production: [2021 .. 2021]

And that means the handling has a little bit of an edge to it as well. There’s no steering feel whatsoever, but that passive suspension does a reasonable job of not only communicating what’s happening at road level, but also supporting the car through corners. The Mach-E doesn’t heave over and give up, it actually keeps itself level and in control.

Just don’t go in too hard. Those high-profile tyres do nothing for front end bite and precision. Coming out the other side however... stand on the power and, in the 4WD version at least, more torque arrives at the rear wheels, so you exit quickly and neutrally. Have it in Untamed mode for the sharper throttle and you’ll also enjoy the sound of... well, Ford says it was inspired by ‘80s sci-fi cinema’. We say it sounds more like a rather plain, humming V6. It’s quite internal combustion-y.

And it’s rapid. For everyday driving I don’t think you need a faster crossover than this. The chassis can cope with the power, but it’s well balanced, enough to make things interesting. As yet we haven’t driven any other

version, but there's not a great deal in it for power to weight ratios between this (150bhp/tonne and the entry level version, 127bhp/tonne) and it might be that the base car drives with a hint more agility.

Look, it's not a thrill-a-minute, but there's definitely more to the Mach-E experience than there is to most other electric crossovers, including the Tesla Model X, Audi e-tron and [Merc EQC](#). The Polestar 2 is sharper, but less forgiving; the Jaguar I-Pace is the one that has similar approach to comfort and control and delivers some interest for the driver, involves them in the process. Ford has done a good job with the Mach-E.

On the Inside – Layout, finish and space

It's clear Ford was treading a narrow path. It wanted the Mach-E to be as sleek as possible to get across maximum Mustang vibes, yet carve out enough space inside to convince as a family wagon. It just about does that. Outwardly the sloping tailgate and long bonnet ensure it's a car you won't mind being seen solo in, but inside you will fit five people and a load of kit.

The 402-litre boot may not sound that generous, but floor space is good and if you pack around the cables there's a bit more space underneath. Seats folded, that expands to 1,420 litres. And there's another 100 litres or more in the 'frunk'. Quite frankly given the length of the bonnet, you'd have thought they'd have been able to make more of that space. There's a lot of plastic under there.



The dipping roofline means you need to watch your head on the rear doors, but once inside there's decent head room. The floor's flat, so the central passenger doesn't have much to complain about and legroom is fine. But it's hardly an exciting environment. The leather throughout is plasticky and there's little to keep occupants, er, occupied. No attractive design or neat features.

The front is better, there's more sense of design, but the materials and quality are Tesla-level rather than Audi-level. At £40,000 they're just about OK, for the £57,000 that this car costs, they're not really good enough. The switchgear is mostly lifted from lesser Fords and there's quite a bit of it – they haven't stripped it down to the bare minimum so you still have conventional column stalks and steering wheel buttons.

There's a useful screen in front of the driver for essential information (speed, nav directions, warnings etc), but if you want more than that you're interacting with the giant, upright central screen. On the whole it's logical. There's a row of frequently used apps (nav, media, phone, settings etc) across the bottom, and pressing one of them makes it fill the top half of the screen.



This means Apple CarPlay or Android Auto don't take over the whole screen, so you could have Waze and the in-car nav working simultaneously. Which might be handy. The nav, like most other electric cars, will direct you to charging stations if they're needed en route (unlike Tesla it can't tell you if they're working or unoccupied) but the mapping is fairly rudimentary. The whole system is reasonable, but it's just as well it accepts over the air updates for future improvements. You tend to spend a lot of time scanning through menus, and the whole touch, pinch and swipe, while cool, isn't easy on the move.

The FordPass™ is a Smarter Way to Move all-in-one mobility App. Monitor and control your vehicle - start and stop it, unlock from anywhere, see the nearest gas station, check fluid and fuel levels, find a parking spot in select cities and so much more.



However, the one thing worth getting excited about is the B&O award winning sound system which has a row of speakers behind the mesh on the dash (left). On a more practical note, the storage is really well thought out and extensive – two level central trays, a deep bin, cupholders and all the rest.

Owning – Running costs and Reliability

This is not a cheap car. A huge £57,030 for the current AWD, big battery flagship. Through Ford, on five per cent APR, that's over £800 a month for three years. Big money. Put down the same £5,000 deposit on a base version and you're looking at £470 a month, which is much more doable. As such, it's hard to overlook the fact that the entry-level car looks the more tempting – especially as it's not a lot slower and should also cost you a little less electricity, too.

On the subject of efficiency, we were impressed with the Mach-E. In cold, wet December British weather it returned three miles per kWh of electricity overall, giving it a real-world range on the 88kWh of available battery charge, of 260 miles. Yes, Ford claims a range of 332 miles for this AWD version, but 3mpkWh is more than we've got from any rival bar a Tesla. The rear lights are quite impressive.....



Ford is part of the Ionity network and so has the power to be spontaneous. Europe's leading, high power charging network (Ionity) for electric vehicles or EV's means only stopping when you want to stretch your legs – or have the confidence to leave the city and chase the wind. So, the Mach-E claims to be able to take 57 miles of charge on board in 10 minutes at a 150kW fast charger. Or do 10-80 per cent in 38 minutes. In practice you're more likely to be charging at home, where even with a wall-box you'll need a full 12 hours to recharge from empty. But as we've always said, the problem for electric cars isn't range anxiety, but infrastructure anxiety.

Verdict – Final thoughts and Pick of the Range – Score from Top Gear is 8/10

The most important Ford since the Mondeo? The Model T? Probably somewhere between the two in terms of what it means to the brand and its future. As crucial as the original Mustang, then – another car that kick-started the blue oval and launched it into a new and exciting future.

Leaving any trace of Ford badging off the Mach-E is probably a short-term gain, but as mentioned at the start, could prove a long-term loss. But that's not what we're here to discuss. Make up your own mind about the look of the car and what it says about you, but be in no doubt that underneath this is a fundamentally very well executed machine. It treads the fine line between lifestyle and family versatility as deftly as either the Polestar 2 or Jaguar I-Pace and like them, has a bit about it dynamically. Put simply, for an electric car it's engaging to drive.

Just don't be misled by the badge. This is not a Mustang and to think of it as one is misleading. It's an electric crossover. And it's a good one!



Dates in June

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

World Milk Day

1st Jun 2021

An international celebration of milk and the milk industry.

[Event Website](#)

World Environment Day

5th Jun 2021

The United Nations' principal event for encouraging worldwide awareness and action for the protection of our environment.

[Event Website](#)

Bike Week

5th Jun to 13th Jun 2021

Organised by Cycling UK, this is an annual opportunity to promote cycling and show how cycling can easily be part of everyday life.

[Event Website](#)

Child Safety Week

7th Jun to 13th Jun 2021

Organised by the Child Accident Prevention Trust to promote safety issues for children.

[Event Website](#)

World Oceans Day

8th Jun 2021

Event organised by The Ocean Project to raise awareness of the oceans and the living creatures that make their home there.

[More about World Oceans Day](#)

National Bug Busting Day

15th Jun 2021

Event held three times a year to encourage co-ordinated bug busting to try to stamp out head lice. Even scarier than Halloween!

[Event Website](#)

Cupcake Day

17th Jun 2021

Organised by the Alzheimer's Society to raise money and awareness.

[Event Website](#)

Father's Day

20th Jun 2021

Celebration of fathers in the UK, the US and most of Europe and many other parts of the world.

[More about Father's Day](#)

soft bedding and the garden (in the form of eggs and larvae). Only 5% of the flea population are in the form of adults.

Fleas are tough little blighters and can be biding their time, growing, developing and breeding quietly somewhere warm in the home or garden, ready to pop out at any time (usually when it gets warmer – either due to central heating or naturally in the Spring) – and have a quick bite and feed from a passing pet.

In this blog we explain the life cycle of fleas, help you understand the importance of both giving your pet regular flea treatments *and of* treating your home.

The life stages of fleas

- Fleas have **four different** life stages:
- Fleas begin as an **egg**
- They then turn into a **larva**
- The third stage is a **pupa**
- Then finally a biting **adult**.



It's usually only the adults we'll tend to see on our pets and it's the adults that bite. Whilst flea bites don't actually harm your pet (most can tolerate the odd bite or two), it's when your pet has an allergy to bites that problems can start – and of course, adult fleas mean more eggs...so the cycle continues.

How fleas travel?

Have you heard of jumping fleas? And boy can they jump! Did you know that a flea is able to jump up to 8 inches high? That is 150 times their own height and up to 110 inches longer than their own length.

How do fleas survive?

Fleas feed from the blood of their host animal (including humans!), but they can survive for up to 100 days without a blood meal.

This means that even if the flea hasn't yet made it onto your pet's (or your own) skin, they will be able to cause damage when they do.

As we've already explained, fleas in all their different stages, can survive on your pet's beds, on your clothes and other soft furnishings in your home – that's why it's important to treat those areas too as well as your animal.

How fleas affect your pet

Fleas (and ticks) can cause a whole host of different problems for pets that they infest.

Flea and tick saliva is an irritant, which can make skin itchy and red. Skin problems tend to be the most common flea problem that vets see.

Some pets can develop an allergy to their saliva, and in severe cases, end up suffering from anaemia and tapeworms. (That's why it's usually recommended that a regular worming routine is also followed).



Hair loss can also occur as a result of severe itching.

There are a range of different formulas of flea and tick control products widely available on the market. Some are available over the counter, some upon pet registration and others only with a veterinary prescription. Products include topical treatments (usually spot-on) for the skin, sprays and tablets and these are available as both preventative treatments and treatments for a current issue.

You can eliminate any parasites that may be lingering **in your home** by using a [household flea spray](#). **Read the instructions for these carefully before** using, ensuring there are no animals, fish, birds or people in the rooms being treated! The active ingredients need time to work before you can go back and thoroughly vacuum. Don't forget to spray all soft furnishings/floorings/curtains, blankets and clothing that may contain the fleas and ticks or wash them on high heat. After spraying the home, if you don't already, **vacuum every day for the following week**. The noise and vibrations help stir the fleas from their hard-to-reach corners and gives you a better chance of collecting them.

Tip: Dispose of and change the vacuum bag or spray in the cylinder to kill anything off in there too.

Last in the Series of a Brief History of Road Safety Under the Reign Of: Queen Elizabeth II (from 1971 - 2005)

- 1971** Green Cross Code introduced and Zig Zag markings introduced at Zebra Crossings
- 1972** 16-year-olds restricted to riding mopeds with maximum capacity of 50cc. Gravelly Hill Interchange (Spaghetti Junction) near Birmingham opens; denounced at the time as dangerous, it proves remarkably safe, but locals soon learn its intricacies and their collision rate rises - evidence for risk compensation
- 1973** Temporary 50mph national speed limit imposed to reduce fuel consumption. (Due to Israel/Egypt war). VASCAR speed detection equipment (seen right) used for the first time. Reflective number plates made compulsory on all vehicles. Computerized driving licences issued. Crash helmets are made compulsory for riders of powered two wheeled vehicles; motorcyclist fatality rate rises compared with other road users in the following years and multi-tone car horns were banned
- 
- 1974** *Road Traffic Act 1974*. First airbags fitted to production cars
- 1975** Front number plates on motorcycles abolished. Legislation requiring vehicles to be lit in the daytime in conditions of seriously reduced visibility. York bypass opened by The Archbishop of York
- 1976** Mini-roundabouts are introduced to reduce speeding traffic flow at uncontrolled junctions
- 1977** Mopeds re-defined to a maximum speed of 30mph. MOT test now includes windscreen washers, wipers, indicators, spotlights, horn, body structure and exhaust systems and Ford launches the Fiesta
- 1978** Highway Code revised. Mandatory fitting of rear fog lamps to most vehicles manufactured after 1/10/1979. 60mph National speed limit introduced and 70mph motorway speed limit made permanent.
- 1980.** BL launch the Metro. RoSPA Advanced Drivers Association set up. Second Dartford Tunnel opened in May at a cost of £45M, having taken eight years to build. Parliamentary Advisory Committee on Transport Safety (PACTS) set up
- 1981** Minimum age for driving an invalid car reduced to 16yrs and the Humber Bridge opened. CB radio legalized in Great Britain
- 
- 1982** Two-part motorcycle test was introduced. Points system replaces the totting up of driving licence endorsements; collection of 12 or more points in three years results in disqualification
- 1983** Drivers and front seat passengers in cars and light vans must wear seat belts; Isles Report shows that this still has no overall effect. Largest recorded rise in pedestrian, cyclist and rear passenger fatalities follows. Learner motorcyclists restricted to machines of no more than 125cc. First road hump regulations made. MOT test for taxis and vehicles with more than eight passenger seats reduced to vehicles over one year old. Q plate introduced for vehicles of indeterminable age, a response to increasing fraudulent use of old log books to obtain valuable registration marks. Over 20 million vehicles on British roads. The casualty toll has fallen to 309,000
- 1984** Lorries and trailers to be fitted with spray reducing devices

1985 Sinclair C5 launched and Car Phones Launched



1986 European Year of Road Safety. Fixed penalty fines for minor motoring offences introduced. M25 "completed" (sort of!). Unleaded petrol goes on sale and work commences on Channel Tunnel

1987 All cars have rear seat belts fitted at point of manufacture in UK and Zig Zag markings extended to Pelican Crossings

1988 All coaches first used from 1974 to have 70mph speed limiters fitted by April 1992 (updated regulations 1994). All new cars manufactured after 1 April are required to run on unleaded petrol

1989 Children travelling in cars must wear seat belts/approved restraints were fitted. A tougher accompanied motorcycle 'L' test is introduced. Wheel clamping introduced in London

1990 Driving Standards Agency created by the Department of Transport. New regulations require that those accompanying learner drivers must have held a full driving licence for at least three years and are 21 years old or over. Compulsory Basic Training' (CBT) for motorcyclists introduced and learner motorcycle riders prohibited from carrying pillion passengers. Children's Traffic Club formed

1991 All rear seat passengers must wear seat belts were fitted, 20mph zones introduced to reduce accidents in busy urban areas and white chevrons painted on the M1 motorway to encourage drivers to keep their distance. The Dartford (Queen Elizabeth) Bridge is opened in October. It took three years to build and cost £86M. Petrol prices soar as a result of the Gulf War. MOT test to include petrol emissions, anti-lock braking and rear seat belts

1992 Speed enforcement cameras introduced at permanent sites. All new goods vehicles over 7.5 tonnes to be fitted with 60mph limiters. Minimum tyre tread depth of 1.6mm is introduced. Catalytic converters fitted to all new petrol engine cars. Toyota comes to Britain, producing cars in Derbyshire

1993 Highway Code revised. Greater use of red light and speed cameras planned. First trials of [Puffin Crossing](#), which incorporates developments such as red/green man indicators positioned to allow the [pedestrian to see both them and approaching traffic at the same time, and sensors to extend the red-light time if the crossing is not clear (e.g. slow-moving pedestrians). MOT test extended to cover many smaller items including rear fog lamps, registration plates and mirrors

1994 Bus and coach speeds limited to 65mph and HGVs to 56mph. Channel Tunnel opens to passengers MOT test includes diesel emissions

1996 Introduction of The Driving Theory Test. Drivers must now pass this written test of knowledge before they are able to take the practical test of driving competence



1997 Fitting of seat belts and restraints in minibuses and coaches used to transport children made compulsory. 3,599 people were killed, 42,967 were seriously injured and 327,544 were slightly injured on Great Britain's roads

1998 The Newbury bypass opens. Security during the building of this controversial road cost £30m

1999 Highway Code revised and updated. White Paper issued by HM Government "A New Deal for Transport - Better for Everyone". Vehicle excise duty for a car/van with an engine capacity of 1100cc or less, reduced to £100 per year (from £155). New bus lane on M4 motorway opened (between

