
Scunthorpe & Grimsby Advanced Motorists

Group No 7080 Charity No. 10631 May 2022 Edition

Full members - 80; Associate members - 8; Total - 88

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Hello and welcome to the June edition of the SAGAM Newsletter

They do say May comes in like a lion and goes out like a lamb.....so what's happened! The torrential rain we had, put a stop to us cutting the grass ready for the jubilee celebrations.

Most people now have their houses trimmed up in readiness and I hope you enjoy your festivities to celebrate 70 glorious years of our Queen's reign. There's a short piece on how things have changed during her time which I hope you will find interesting.

This month's issues also has the promised write up from the last social night, when we had Mick Harris speaking about his long police career, which was extremely interesting and well worth a read.

Did you find the Ad Lad? I guess no one spotted him in the May edition – he was very well hidden.....so much so that I couldn't find him either but I do know 100% he *was* there! This month, he said he's taking a break for a while so we will have to wait until he comes back!

Chairman's Chatter



Hi folks as always, I hope I find you well but if you're like me (knocking on a bit) you'll probably notice, I don't say fit and well any more.

Well I've got a few bits to tell you, so here goes.....

Allen Hardman has stepped down from the committee and is leaving the group. I'd like to offer our very grateful thanks to Allen for all the hard work he's done, both as a committee member and Chief Observer. It's quite a commitment, and a lot of it goes unseen, but always appreciated. I'm sure you'll all join me in wishing Allen our very best wishes for the future.

We have now secured a new Chief Observer in Paul Cassell. Paul is already the observer trainer for the group, so this new post becomes an extension of what Paul is doing already. He will be on hand to help with any questions you may have and indeed, is happy to give any sort of help to members. By now I think you all know how to contact Paul. I'd better not make him sound too good, or he might want paying! Work is continuing in securing the next couple of meetings and it's looking quite promising. More details will be issued as soon as we can. Also, another part of the jigsaw with social meetings is to fit in the 3 way quiz for the Barrie Heath Trophy, again a work in progress! More details to follow as and when. In other news, the MDU is expected to be at Sainsburys on Saturday 18th June, but I must stress this could be cancelled at short notice. We will try to update the website nearer the time to keep you up to speed with things.

As our efforts to get new younger drivers taking the test appears to have stalled somewhat, we are looking at other ways to try and give it an extra boost, so watch this space.

We now also have a very attractive joining programme to try to encourage more people to join us. This is nothing to do with the young drivers initiative with safer Roads Humber. You can now get the full course, which includes the usual membership of the group and of the IAM, with the test fee and everything included for a **one off price of just £95.00**

Please tell everyone that you think may be interested. This terrific price reduction is strictly for a **limited period only** and is reviewed monthly.

I look forward to seeing you all at the forthcoming events. Please keep the suggestions coming, and lastly thank you all, for your continued support.

Best wishes

Terry Heath Chairman.

Observer Team News

Hello everyone and welcome to this months' update.

It has been a quiet month with no new associates to welcome this time. We have however had a response from someone who approached us at our last outing with the MDU. Unfortunately, it could be a while before they can commit fully. So, watch this space.

Our current associates are steadily progressing with their Observers and we congratulate them on their efforts at whatever stage they are at.

The MDU is next out on Saturday 18th June. Hopefully we shall gain some interest that day. If you are in the area, come and see us or better still, let others know, they may be our next associates.

Remember to tell them about our fantastic offers on courses at the moment. See SAGAM site for details or use contact details elsewhere in the newsletter.

The team had our latest meeting on 3rd May 2022. Our main topic of conversation was about the latest Highway code which proved interesting. The conclusion being that a lot of people are unaware of the new rules, which include changes to priorities for pedestrians and cyclists.

Our next meeting is tentatively planned for Tuesday 2nd August 2022 although this will be confirmed nearer to the date.

For now, have a safe and happy journey wherever you may travel this month and as always if you need any help or advice about driving the Team are always happy to help.

On behalf of SAGAM Observer team,
Paul Cassell.

The cost of connectivity: the veiled threat of smart features - Cybersecurity is vital for connected transportation

Cars are far more than a mode of transport to get from point A to B - people now demand smart features on four wheels to make a personal and comfortable transition from their hyper connected homes and office buildings. They have come a long way since Henry Ford created the Model T, a car that famously put the world on wheels

It was the perfect solution to the growing need to move people across vast distances in early 20th century America, opening up a world of possibility. Technology has gone on to continuously rewrite the transport rulebook. From the development of electric vehicles (EV)(opens in new tab) to reduce emissions and the smart features within these vehicles to make roads safer, automakers and innovators continue to advance the frontiers of innovation in vehicles.

Electric cars – hurdles in the transition

More than ever, as the world reflects on COP26 and works to match words with action, the purpose of EVs should be fixed firmly in our minds. Human activity is continuing to adversely influence the climate, and attention is increasingly turning towards the potential of electric vehicles to drive down emissions and support ambitious climate change goals. Tailpipe emissions are only one part of the carbon produced from operating a vehicle; however, they are an important part that should be central to mapping out the steps toward a zero-carbon future. As energy production becomes greener, the need for fossil fuel burning power plants will eliminate the carbon produced from energy generation and transfer. Make no mistake, this first step of an all-electric fleet is a leap, not a hop into a very complicated future. Current employment structures, labor laws, infrastructure development, and power allocation all create challenges for automotive manufactures, law makers, regulators, and infrastructure owners. The one-year jump of nearly a million new EVs between 2019 and 2020 is a very small step considering there are 1.2 billion (yes billion with a b) automobiles on the road to be replaced worldwide, and there are expected to be over 2 billion by 2035.

For more information, follow the link below;

<https://www.techradar.com/features/the-cost-of-connectivity-the-veiled-threat-of-smart-features>

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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.

SOCIAL MEETINGS

The following are dates for our 2022 Social Meetings: Redbourne Club, Scunthorpe

24th August, 26th October.

NEXT ISSUE

June 2022

If you have any articles, photographs or anything you feel may be of interest for the July edition, please feel free to email me at
publicity@scunthorpegrimsbyadvancedmotorists.org

no later than
15th July please.

Scunthorpe & Grimsby Advanced Motorists

Find us here:

[WEBSITE](#)



Scunthorpe and Grimsby
Advanced Motorists



@SAGAM



Committee Meeting Dates for 2022 are:

8th June; 13th July; 10th August; 14th September; 12th October; 9th November;
14th December.

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

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

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It is of course, Her Majesty's Jubilee Celebrations this month so we can't let that pass without a little bit about her and the great life our Queen, Elizabeth 11 has had.

THE QUEEN has been a constant in a changing world, and during her 70-year reign the monarch has witnessed significant political and societal shifts. Let us take a look at how much the world has changed during her time on the throne.



Speaking during the recent BBC documentary, 'Elizabeth: The Unseen Queen', the monarch said:

"I have lived long enough to know that things never remain quite the same for very long."

In an old recording, the Queen continued:

"No one can make history stand still. Events and situations change with startling speed."

British Empire and Commonwealth

What was once a sprawling British Empire is now a smaller [Commonwealth](#), and while the empire still existed when Elizabeth took the throne, it was at crisis point.

Britain had more than 70 countries overseas, but the Government recognised that it would need to give up some power to colonies in order to survive.

During the Sixties, the country gave up colony after colony and now, Elizabeth is the monarch of 16 countries known as the Commonwealth realms.

In 1953, she said:

"The Commonwealth bears no resemblance to the empires of the past. It is an entirely new conception, built on the highest qualities of the spirit of man: friendship, loyalty and the desire for freedom and peace. To that new conception of an equal partnership of nations and races I shall give myself heart and soul every day of my life."

Today the monarchy faces new calls for reparations from the Commonwealth, with Barbados recently becoming a republic and other nations expected to follow.

After a difficult tour of the Commonwealth's Caribbean nations earlier this year, [Prince William](#) said:

"Who the Commonwealth chooses to lead its family in the future isn't what is on my mind. What matters to us is the potential the Commonwealth family has to create a better future for the people who form it, and our commitment to serve and support as best we can."

It has brought about questions about whether the Commonwealth has a future when Queen Elizabeth II's reign is over.

Turbulent Troubles to Tenuous Peace

At the time of Elizabeth's coronation, [Northern Ireland](#) had been ruled by Protestant unionists who favoured remaining part of the UK for decades.

The Catholic minority in Northern Ireland found themselves at a greater disadvantage economically and politically compared with Protestant community, and in 1968, tensions over whether Northern Ireland should become part of the [Republic of Ireland](#) exploded.

During the Troubles — the 30-year conflict that cost the lives of more than 3,500 people — the country saw an increase in violent attacks, bombings, acts of terrorism and assassinations — one of the most high-profile victims of IRA attacks was [Lord Louis Mountbatten](#), a cousin of the Queen.

Despite ongoing protests and threats, Her Majesty visited Northern Ireland during her Silver Jubilee tour in 1977. She was reportedly anxious during the trip and following her last engagement, [Prince Philip](#) said:

"There now, it's over. Unless they sink the Britannia we're safe."

Peace talks began in the early nineties and eventually, in 1998, the conflict ended with the Good Friday Agreement. In 2011, the Queen spoke publicly about the Troubles during a visit to Dublin after she said:

"To all those who have suffered as a consequence of our troubled past I extend my sincere thoughts and deep sympathy."



And, in 2012, when she shook hands with ex-IRA leader Martin McGuinness, who she had met during her Silver Jubilee tour, it was seen as the beginning of a new era of tenuous peace between monarchists and separatists.

Women in Power

The Queen has seen fourteen British prime ministers during her reign, one of whom was [Margaret Thatcher](#) — the first woman elected to the position. tour, it was seen as the beginning of a new era of tenuous peace between monarchists and separatists.

Despite their differences, the two women developed a mutual respect for each other. Her Majesty honoured Thatcher with the Order of Merit, which she bestows upon only 24 living people.

In 2013, she attended the former prime minister's funeral in a break from royal protocol, which advises that monarchs do not attend the funerals of commoners. It was a final display of the Queen's deep respect for Thatcher and the important connection they shared.

The presence of female leaders has grown since Thatcher's time in office, and according to the United Nations' UN Women division, 26 women were serving as Heads of State and/or Government in 24 countries as of September 1, 2021.

The end of the Queen's reign will mark the beginning of a line of British kings — [Prince Charles](#), Prince William and [Prince George](#) are set to shape the future of the monarchy.



Technological Takeover

Despite initial reluctance, the Queen decided to go ahead with the live broadcast of her 1953 coronation: it was a controversial choice that marked a significant change in the monarchy's attitude toward the media. While she has upheld many of the [Royal Family's](#) traditions, the Queen has not shied away from progress. She recorded her first [Christmas](#) message in 1957, sent her first email in 1976 and uploaded her first [Instagram](#) post in 2019.

In recent years, she has embraced technology to keep up with her royal obligations.

As the [coronavirus](#) pandemic swept the globe, the monarch, alongside people across the world, adapted to a new way of working.

Nicknamed the 'Zoom monarch', Her Majesty has been fulfilling her constitutional duties with the aid of video technology — she often carries out her engagements from her home in Windsor Castle.

A global pandemic changes life as we know it and in 2020, COVID-19 transformed much of modern life. Economies and societies around the world ground to a halt, seeing school closures, devastated industries and millions of jobs lost.

In the height of the first lockdown in the UK, the Queen addressed the country with a broadcast designed to reassure and inspire.

Her Majesty said:

"Together we are tackling this disease. If we remain united and resolute, then we will overcome it. We will succeed and that success will belong to each and every one of us".

Concluding the broadcast, she said:

"Better days will return. We will be with our friends again; we will be with our families again; we will meet again."

Since the broadcast, the world has seen rapid vaccine developments, multiple lockdowns and changing restrictions. Now, life has largely returned to 'normal', but Covid has greatly impacted our lives, with many still feeling the impact of the two-year pandemic.

Her Majesty has had lots to deal with during her reign and as a country we salute her for her bravery, her endurance and her unfailing dedication to our country through thick and thin. God Save our Queen!





Competition! Can you guess what car this is?

Paul Cassell sent me this photo of the front of a car he saw at the Barton Classic Car Show.

I need the maker, the type and if you know the dates it was manufactured between, let me know that too!

As soon as you know the answer, email me for the July Newsletter please on publicity@grimsbyscunthorpeadvancedmotorists.org

PS....no prizes for guessing lol



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Petition re Rising Fuel Prices

On May 23rd, MPs debated a petition calling for taxes on motor fuel to be reduced. To inform the debate, the Petitions Committee surveyed petitioners on how rising fuel prices are affecting them. They received over 2,300 responses, and a summary has been shared with MPs ahead of the debate.

Through the survey, the Committee heard:

Many respondents told us they are having to make difficult sacrifices to get by and many called for the Government to do more to reduce the cost of driving.

Read a full summary of what petitioners told them I've looked at it and it's very interesting

<https://committees.parliament.uk/writtenevidence/108518/default/>

As promised, here is a synopsis of Mick Harris's excellent presentation at our first Social Night in two years. It was an absolutely excellent night and all who attended thoroughly enjoyed it.

After 20+ years of being President, for the very first time Mick talked about his varied career as a Police Officer. Entitled **"Heartbeat to Line of Duty"** it spanned almost 32 years from 1971 to 2002 and filled with personal recollections and anecdotes, he went on his historical and extremely interesting journey.

He joined Lincolnshire Police in 1971 and after initial Training at Pannal Ash was posted to Skegness. A year later it was back to his home town of Cleethorpes. In 1973 he had his first specialist role as a Motor Cyclist during which time, he achieved the Police Advanced Course. He moved on from this into CID where he received his first commendation. Stationed at Grimsby and Cleethorpes, he returned to Uniform duties before being promoted to Sergeant at Brigg in 1979. The 1980s were largely spent as a Detective Sergeant before further promotion to Inspector in Research Services in Hull. In 1993 he was promoted to Chief Inspector retiring at that rank in 2002.

Mick's personal recollections included the Dockers Strike in 1972 and The Hull Prison Riots in 1976. He showed us his favourite picture with the cast of "Z Cars" in the mid-70s which I'm sure we can all remember – it was indeed one of my favourites! Mick also talked about training as a Firearms Officer in 1978, the weapons he used, his vivid memories of the "CS Gas" house and a very cold Rolston range, all of which were extremely interesting.

In 1981 he was part of policing aid and was at the Toxteth Riots in 1981. The training Mick had had, led him to be part of the policing team which was at the time, the largest armed manhunt in British Policing history; searching for Barry Prudom who killed two police officers in North Yorkshire in 1982. There was also a light-hearted if serious detailing of a bravery commendation for disarming a mentally disturbed man armed with a knife in Messingham. Obviously, Mick did not go into great detail but it was clear he handled it with professionalism and bravado.

As a Detective Sergeant, he was with another officer and first at the scene of two Homicides, as well as being involved in a number of Murder and Serious Crime enquiries during the 1980's. In the 1990's Mick was in charge of the Operations Room and the implementation of a new Command Centres at Hessle and Grimsby and 1997 saw him posted to east Hull where he commanded a number of Firearms Operations.

So to complete the full circle, Mick returned to traffic in April 1999 and achieved the Police Advanced Award (Cars) Class One, at the ripe old age of 49.



At one point in the presentation, the audience was given a brief look at the Vehicle Crime Unit and the "famous" Subaru Impreza's which he drove many times (but still preferred the Volvo T5 – picture left)

During his time in the Police Force, Mick was also a Senior Traffic Investigating Officer and attended many fatal and serious crashes. On the anniversary of 30 years as a police officer (1.2.2001) he spent the full day at a fatal crash on the A180 at Barnetby Top in thick freezing fog and in the same month was at the Great Heck train crash where his Collision Investigation Unit investigated the Land Rover and trailer which left the M62 and landed on the main train line, derailing a passenger train into a Freight Train coming the other way killing 10 people. Gary Hart was convicted and was sentenced to 5 years. Several of Mick's officers were rightly commended.

A good way to finish his service in 2002, Mick talked about being "Convoy Commander" for the two visits of HM The Queen to Humberside during the Jubilee Celebrations that year.

A little bit of what you fancy! - Queen of Puddings!

Queen of Puddings is a traditional British pudding that brings together a thick breadcrumb cake custard, raspberry jam and a fluffy crown of meringue. It's easy and delicious.

Ingredients:

2 ½ cups (600ml) milk
1 cup (125g) white breadcrumbs (tip - whizz stale bread in a food processor)
½ cup (100g) caster sugar divided, plus 1 teaspoon to finish
2 tablespoon butter plus extra for greasing
zest of 1 lemon
1.5 teaspoon vanilla extract
3 medium free-range eggs separated and whites reserved for the meringue
½ cup (150g) raspberry jam or strawberry

Method

Heat the milk, add breadcrumbs, vanilla and lemon zest. Allow to sit for 10 minutes, then beat in the egg yolks and pour into the baking dish. Bake for 30 minutes or until the custard is set but still a bit wobbly. Melt the jam in a saucepan slightly, allow to cool a bit and then spread over the baked custard. Beat the egg whites and remaining sugar until stiff and glossy. Spoon onto the jam, right to the edges, and use the back of a spoon to create swirls and peaks. Sprinkle with the remaining 1 teaspoon of sugar. Bake until golden. Voila! A dessert fit for a Queen.



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Midnight Sun

The Arctic Circle is defined as the southern-most point at which the sun does not set on the longest day. Put more simply, we know that the days grow longer in summer, due to earlier sunrise and later sunset; and that the further north you are, the longer the summer days.

It follows that if you travel far enough north, there comes a point when the later sunset meets the earlier sunrise, resulting in twenty-four hour daylight – also known as midnight sun.

Any country north of the Arctic Circle can call itself the Land of the Midnight Sun, but my experience of Midnight Sun is limited to Norway, because it is the easiest to access from Britain.

Whilst on a cruise to Longyearbyen in the Arctic Archipelago of Spitzbergen, we spent many an evening on deck, soaking up the cold midnight sun.

No photograph can do justice to the colours of the sky, or the magical experience of twenty-four hour daylight; but here are a few examples of how cruise passengers celebrated the experience.

By maritime tradition, anybody who has travelled north of the Arctic Circle is called a “Blue Nose”, and some cruise ships put on an evening show to celebrate this, with crew members dressing up as Father Neptune and other such characters, especially the Nordic (female) equivalent of Jack Frost. Picture Right: – Neptune, Jack & Jill Frost



Picture Left: A Nordic personification of Frost

As midnight approaches, passengers usually opt to spend a couple of hours on deck.

There is nothing to compare with the experience of seeing the sun dip towards the horizon, then turn upwards. Warm clothing is of course called for, to accompany this unique photo opportunity.

Pictures Right: A midnight photograph and checking to make sure the photo is ok



Picture Left: Crew members on a work break.

Picture Right: Shall we set brightness to brightness No 8?



Very many thanks to **John Wigmore** for this lovely write up of his trip to the Land of the Midnight Sun.

Reading about his experience amazes me at the ability of one of our planets to create such beauty. So much so, that I've researched the Midnight Sun - you will find an article on page 20

If you have any photos of something similar, why not share them with us? Email me at

publicity@grimsbyscunthorpeadvancedmotorists.org

SCRUMMY yummy

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We are a small family run business, serving the whole of Immingham and surrounding areas including the Docks, Offices and Households. All our food is home cooked and freshly prepared daily, making for a very busy environment!

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



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Science Laughter could possibly be the best medicine.....



Scientists have discovered the gene for shyness.... 
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I told a bad chemistry joke
There was no reaction



A photon checked into a hotel. 'Do you have any bags?'
No, I'm travelling light



Did You Know? – Lions are identifiable through their whisker patterns?

Like humans and fingerprints, **each lion has a whisker pattern unique to their nose**. Back in the late '60s, researchers conducted a whisker hole identification method that involved overlapping photographs of lions' noses with a standard grid.

Why do we identify lions?

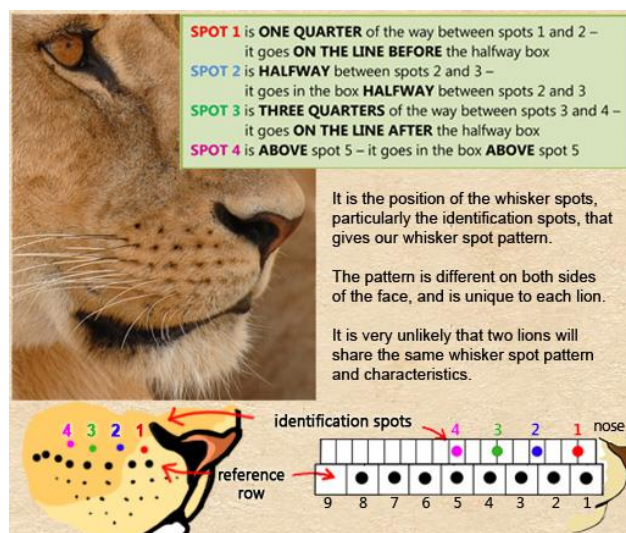
By identifying each lion, we can track individuals and thus identify pride home ranges and population trends. This allows us to apply effective conservation techniques.

How can lions be uniquely identified?

Each lion is identifiable from the whisker spots, which are found on each side of the face in rows. We use other unique characteristics too, such as manes in males, but only the whisker spots remain unchanged throughout a lion's life.

We use two rows, the reference row and the identification spots:

- The reference row is the top complete row of whisker spots
- The identification spots form an incomplete row above the reference row. There may be up to 5 spots



Manes

Manes come in all shapes and sizes. A male's mane is an important indicator of health and pride status, and is dependant upon both genetics and ecological factors. Whilst the mane is useful for identifying males, it is important to remember that it can change dramatically with age, health and reproductive activity.

Mane sizes are categorized as follows:



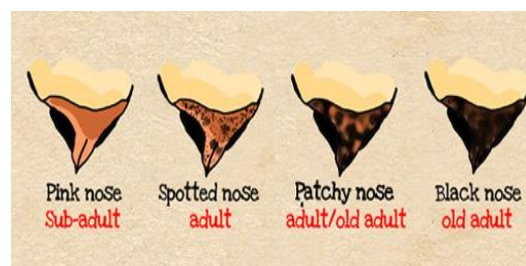
- Small/'mohawk' mane = Crest of the head, chest and cheeks. Light in colour.
- Medium mane = Longer on the head but doesn't reach the ears. Fuller on the chest and cheeks, but not on the shoulder. Mostly brown.
- Large mane = Reaches or covers the ears, very long covering the chest, cheeks and across the shoulder. Brown and often black.

Noses

When a lion is born, it has a pink nose. As it ages, small, black spots appear. These grow in size and number until the nose is completely black, usually after 8 years.

Nose pigmentation can be highly variable, but is usually as follows:

- Pink nose = cubs, sub-adults and young adults
- Spotted nose = young adults to mid-adults
- Patchy nose (large spots) = mid-adults to old adults
- Black nose = old adults



Because the spots remain in the same place and only grow bigger, we can sometimes use a recent picture of our lion's nose to compare the pattern of spotting and thus help us identify it.

Caught my Eye.....Aston Martin Rapide S

This four door, four seater from Britain's best known supercar manufacturer is gorgeous, very fast and drives beautifully.... But it's only an occasional four seater.....

WHAT IS IT?

A DB9 which someone held the button on the extrusion machine for too long. The result? A gorgeous five-metre long, four-door Aston Martin, which might add little in the way of real usable space in the rear, but takes up more space parked in Casino Square in Monte Carlo. Unquestionably elegant, the Rapide also possesses the power to match it. It's now built in Britain which should give the range a fillip – spot these new improved Rapide S models from their Vanquish-style grille and generally more sporting and focused demeanour.



WHAT'S THE VERDICT?

“It might not add a great deal more space, but it's hard not to love this four-door Aston.”

WHAT IS IT LIKE TO DRIVE?

It has a V12 under the bonnet: even more exciting, it has an improved V12 in 'S' guise, nicked from the Vanquish and now producing 558bhp. It makes a truly wondrous noise and goes hard too. In 2015 Aston added ZF's eight-speed auto, for shifts as creamy as the V12 itself.

The Rapide's additional length does wonders for the ride comfort, while the steering is quick and clear. It's very easy to forget that you're driving something with a couple of seats behind you, which given they'll rarely be occupied does make it seem a bit pointless.

The thing is it's one of Aston's best steering and most comfortable driving cars. The steering's weighting is near perfect and clever adaptive dampers neatly balance comfort and control. Aston has basically given it a full makeover and concentrated round of honing, to make it better than before and thus a very appealing alternative to the usual four-door fare.



WHAT IS IT LIKE ON THE INSIDE?

Sitting low and laid back in its cockpit you're surrounded by fine materials lovingly fitted by craftsmen and women. Only a few parts-share buttons and stalks let down the otherwise unique cabin, and the satnav is now much less hopeless than it was. There's no more space for the back seats, though. Even getting in is tricky. Four doors maybe, but saloon alternative it is not. The boot's sizeable and its hatchback opening means you can cram a decent amount in there. The seatbacks fold too, though we doubt that you'll be doing any trips to B&Q in it. See it instead as a two-seat DB9 estate: an Aston Shooting Brake.



WHAT SHOULD I BE PAYING?

Running costs go out the window in this sector, which is just as well as anything hand-built with a 6.0-litre V12 is never going to be inexpensive to run. You'll not care when you're in it and petrol's still way cheaper than decent champagne – besides, it now does nearly 22mpg. Positively frugal in this sector. You could argue it'll make good sense financially in the long run, as you can empty your garage of any other supercars and saloons. Sports cars are for new money oiks. The Rapide is for gents who appreciate its near perfect blend of sports car agility and saloon car comfort – so long as you're not in the back.

SPECS AND PRICES

RAPIDE S SALOON (2013)

Rapide S Saloon (2013) specifications for each derivative

Title; Aston Martin Rapide S V12 [552] 4dr Touchtronic III Auto

0-62	CO2	BHP	MPG	Price
4.4s	300.0g/km	552	21.9	£150,694

RAPIDE S SALOON SPECIAL EDITION (2016)

Rapide S Saloon Special Edition (2016) specifications for each derivative

Title; Aston Martin Rapide S V12 [565] Shadow Edition 4dr Touchtronic III Auto

0-62	CO2	BHP	MPG	Price
4.4s	300.0g/km	565	21.9	£153,194

Top Gears Score for this car is **8/10**

However and personally, I find new the ones a bit pricey but I found the one below on Parkers site:

<https://www.parkers.co.uk> Price **£44,995**.

It's an Aston Martin Rapide (2011) V12 Touchtronic 4d AutoCar, has a petrol engine and 48,453 miles on the clock, has a leather interior and a built in satnav. A much better price than a new one!



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Changes in the Law Regarding the Usage of Mobile Phones whilst Driving.

From the 25th March 2022 the law changed on driving whilst using a mobile phone to incorporate almost all uses of the device, this will have effect in England, Scotland and Wales. The article below examines the changes and exemptions and explains the offences and penalties for drivers and employers. It also offers guidance for employers to help draw up a policy on the use of mobile phones in company vehicles.

Background

A consultation was published on the 17th October 2020 which ran up until the 17th January 2021 to clarify views on creating a new exemption to the offence of using a hand-held mobile phone while driving, to enable drivers to use a hand-held mobile phone to pay for goods or services that they would be receiving immediately. This has come to light from a High Court judgement in 2019 where existing law did not cover the broad use of using a mobile phone from 'standalone' to 'interactive' communication functions.

Statistics released by the Department of Transport in 2020 highlighted the need for the change in legislation as 17 people had died, 114 people were seriously injured and 385 suffered minor injuries in road traffic accidents across Great Britain due to using a mobile phone whilst driving.

Amendments to The Road Vehicles (Construction and Use) Regulations

The Road Vehicles (Construction and Use) (Amendment) (No. 2) Regulations 2022 will ratify these changes, amending the original 1986 Regulations so ultimately an offence will be triggered whenever a driver holds and uses their device, whether online or offline.

Within the Statutory Instrument it divulges into what is 'using' a mobile phone, this covers:

- Illuminating the screen.
- Checking the time.
- Checking notifications.
- Unlocking the device.
- Making, receiving, or rejecting a telephone or internet-based call.
- Sending, receiving, or uploading oral or written content.
- Sending, receiving, or uploading a photo or video.
- Utilising camera, video, or sound recording.
- Drafting any text.
- Accessing any stored data such as documents, books, audio files, photos, videos, films, playlists, notes or messages.
- Accessing an app.
- Accessing the internet.

As a result of this change, the highway code has also been updated; see Mobile phones and in-vehicle technology, Rule 149

Exemptions

The only exemption to this law was if you need to call 999 or 112 in an emergency and it's unsafe or impractical to stop. However, this has now been expanded to make a contactless payment at a payment terminal for goods or services. The vehicle would have to be stationary, and the item being paid for must be provided at the same time or after the contactless payment is made; for example, at a drive-thru restaurant. Other exemptions are:

- If you are safely parked (see The Highway Code, waiting and parking 238 to 252 for definition).
- You're using the device to park your vehicle remotely.

Penalties

Government penalties for using hand-held mobile phones whilst driving will be a **£200 fine and receiving six penalty points** on their driving licence. If the driver or enforcement officer chooses to take the matter to court, the driver faces a **maximum fine of £2,500** for goods or passenger vehicles with more than eight passenger seats, or **£1,000** in any other case, **six penalty points, and the possibility of being**

disqualified from driving. The conviction could also lead to the suspension or revocation of the driver/supervisor's vocational driving licence by the Traffic Commissioner.

In addition, a driver will be liable to prosecution for the more serious offences of careless driving or dangerous driving where it can be shown that a collision or poor driving was caused by failure to have proper control of the vehicle because of some distracting activity, such as reading a map, eating a sandwich, or taking or receiving a phone call, even if via a hands-free phone. Research has shown that drivers' reaction times when using any type of mobile phone (hand-held or hands-free) whilst driving can be worse than those of someone driving under the influence of alcohol (*Direct Line Mobile Phone Report 2002*). The penalties for careless or dangerous driving are substantially higher than for the specific offence of using a hand-held mobile phone whilst driving.

Furthermore, it has been suggested that employers could also face prosecution for causing or permitting these offences by providing hands-free phone kits in company cars for staff to use if safe use policies and practices are not put in place. Even those who make calls to drivers may be liable. Health and safety legislation may also be invoked when looking at work related incidents.

Offence of proper control – hands-free and other equipment

It is an offence to drive a vehicle in a position which does not give proper control of the vehicle or a full view of the road and traffic ahead. This long-standing offence covers a multitude of situations, including being distracted and not having proper control of the vehicle whilst:

- Having a conversation on a hands-free phone.
- Pressing the screen on a hands-free phone.
- Eating or drinking at the wheel.
- Smoking (including electronic cigarettes) and vaping.
- Talking to passengers in the vehicle.
- Map reading.
- Using satellite navigation systems (includes mobile phone apps).
- Using a two-way radio.
- Changing a radio station or audio source.

The above offence also requires a full view of the road ahead. A driver may not have a full view ahead if:

- A satellite navigation system or mobile device is poorly placed, interfering with the driver's view to the front.
- There is ice or mist on the windscreen blocking the view ahead.
- There are furry dice, Christmas lights or stickers crowding the windscreen.

The penalties for non-compliance are a fixed penalty of six penalty points and a fine of £200. If the driver or enforcement officer chooses to take the matter to court, the driver faces a maximum fine of £2,500 for goods or passenger vehicles with more than eight passenger seats, or £1,000 in any other case, six penalty points, and the possibility of being disqualified from driving. The conviction could also lead to the suspension or revocation of the driver's vocational driving licence by a Traffic Commissioner.

More serious offences – careless or dangerous driving and manslaughter

The Road Traffic Act contains other more serious offences of careless driving, dangerous driving and causing death by careless driving and causing death by dangerous driving. To be dangerous the driving must fall 'far below' the required standard of a careful and competent driver, to be careless it need only fall 'below' the standard. In its Policy for prosecuting cases of bad driving the Crown Prosecution Service (CPS) lists 'using a hand-held mobile phone or other hand-held electronic equipment when the driver was avoidably and dangerously distracted by that use' as an example of dangerous driving and states that in such cases a charge of dangerous driving will be the starting point for charging decisions. The policy also lists 'using a hand-held mobile phone or other hand-held electronic equipment where the driver was distracted by that use' as an example of careless driving. Where a driver is found guilty of dangerous driving or a court decides a death is caused by either careless or dangerous driving, the penalties include fines, disqualification, and prison sentences of up to 14 years. It is also possible where the standard of driving falls so far below the

required standard that there is a serious and obvious risk of death and that the conduct of the defendant in all circumstances is so reprehensible as to amount to gross negligence, the prosecution may apply a charge of gross negligence manslaughter. This offence carries a maximum sentence of life imprisonment.

Offences and penalties for those other than drivers

Employers, managers, colleagues, and callers may also be legally implicated where a driver uses a mobile phone whilst driving. Causing or permitting the specific driver infringements is itself an offence, as is aiding and abetting more serious offences. For work-related driving there are also risks under health and safety legislation.

'Cause' or 'Permit'

It is an offence for anyone to cause or permit another person to drive a vehicle whilst:

- Using hand-held equipment.
- In a position which does not give proper control of the vehicle or a full view of the road ahead.

The offence of causing unlawful use requires proof of a guilty mind in knowledge of the facts which make the driver unlawful or a positive act by the person causing the offence. If a limited company, rather than an individual, is charged with causing an offence, someone exercising a directing mind over the company's affairs must have such guilty knowledge. Causing involves an express or positive mandate from the person or company, who has some degree of control or direction over the driver. To 'permit' someone to commit an offence is a vaguer term than that of to 'cause' one. Permission can be general or inferred, rather than a positive mandate. Although proof of a guilty mind in knowledge of the facts can be necessary for a conviction for permitting an offence, this could consist of the person or company concerned wilfully shutting their eyes to the obvious or deliberately refraining from making proper inquiry.

To prosecute successfully for permitting, it must be proved that the defendant knew of the facts constituting the offence or was wilfully blind to them. Employers and managers of drivers who drive whilst using a hand-held phone or without proper control of the vehicle could be charged with causing or permitting the offence. In addition, callers speaking to drivers whilst they are driving could also be implicated.

The penalties for causing or permitting someone else to breach the rules are a fixed penalty of **six penalty points and a fine of £200**. If the accused or enforcement officer chooses to take the matter to court, the defendant faces a **maximum fine of £2,500** for goods or passenger vehicles with more than eight passenger seats, or **£1,000** in any other case, **six penalty points, and the possibility of being disqualified from driving**. The conviction could also lead to the suspension or revocation of their vocational driving licence together with action taken against the organisation's operator's licence by a Traffic Commissioner.

More serious offences

Where a driver is found guilty of the other generally more serious offences of careless driving, dangerous driving and causing death by careless or dangerous driving, a person who aids, abets, counsels, or procures its commission, commits the same offence.

The Health and Safety at Work Act 1974 requires employers to, as far as is reasonably practicable, ensure the health, safety, and welfare of their employees at work. Under the Management of Health and Safety at Work Regulations 1999, every employer and self-employed person must make a suitable and sufficient risk assessment of the health and safety risks to employees (and others not in their employment to which the undertakings give rise), and to put into place control measures to deal with those risks. Breaches of health and safety law can lead to both criminal and civil liability. In other words, an employer who breaks the rules leading to personal injury and/or property damage can be both prosecuted and sued. Corporate manslaughter legislation, introduced on 6 April 2008, holds organisations to account if the way in which activities are managed or organised by its senior management cause a person's death that amounts to a gross breach of a relevant duty of care. Penalties include unlimited fines, remedial orders, and a requirement to publicise the offence and conviction. Individuals cannot be held accountable for corporate manslaughter, but the offence is in addition to existing health and safety/ manslaughter liabilities. In its Policy for prosecuting cases of bad driving the CPS states it will ensure that cases involving bad driving in the workplace are reviewed not only to establish whether the driver should be prosecuted, but also the driver's employer and in cases of work related deaths, their prosecutors will liaise with the police and the

Health and Safety Executive. Serious convictions must be reported to the Traffic Commissioner who could also take action against the organisation's operator's licence.

Guidance to employers

The risks

The physical distraction of holding a telephone whilst driving is obvious. Drivers have to hold the phone and therefore have less control of the vehicle. Conversations on hands-free phones are less physically distracting than hand-held phones, but there is significant physical distraction when the driver looks at the phone to make and receive calls, when they take their eyes off the road. This is even more of a problem when using the phone to receive or send text messages. Drivers using both hand-held and hands-free equipment are also distracted from the task of driving in other ways. The driver must concentrate on a conversation with someone whom they cannot see, which can be made more difficult because the sound quality of the conversation can vary greatly as reception becomes stronger or weaker. A passenger in the car would allow the conversation to lapse to enable the driver to negotiate potential hazards as they arise. Somebody who is not present, and therefore is unaware of those hazards, will continue to talk. Therefore, rather than performing one task well, they are performing two tasks poorly giving rise to an increased risk of driver error. Where a road incident occurs, mobile phone records will quickly provide evidence to enforcement officers if the driver was using their phone at the time. Clearly, the potential risks to employers, drivers, and other road users in relation to the use of mobile phones whilst driving are extremely serious.

Action for employers

Initially, employers should carry out a full risk assessment within their own organisation and consider whether it is essential for drivers to receive and make calls whilst driving. There is no doubt that the distraction of using a mobile phone (even on handsfree) whilst the vehicle is in motion increases the risk of having an accident. Where the use of a mobile phone whilst driving is essential, employers should issue a clear policy on the use of mobile phones and ensure that employees understand and follow it. Employees should sign to confirm that they have received and understood their employer's guidelines. As with all guidelines it is not just a matter of issuing them and doing no more. The introduction, use and application should be carefully monitored and reviewed to ensure that they are effective and achieving their aim to reduce risk.

Many thanks to Bryan Woods for supplying the above article via Terry Heath.

MOT fraud, a risk to road safety.....

The MOT test checks that your vehicle meets road safety and environmental standards.

MOTs are carried out by 60,000 privately employed MOT testers carrying out tests in around 23,000 testing stations in Great Britain. DVSA is responsible for regulating MOTs and their providers to ensure they are conducted to the correct standards.

Almost all the 30 million MOTs carried out annually are conducted to the appropriate standard.

For vehicles 3 or more years old, it is a roadworthiness safety net. While vehicles should be roadworthy all year round, the MOT test helps ensure your vehicle is not going to cause you, or other road users, harm.

Testament to the success of the test is how few mechanical issues lead to road accidents. Only 2% of road incidents are due to mechanical failings and we are proud of this proven tool that helps to keep Britain's roads safe.

However, this hasn't stopped people trying to cheat the system.

What are we doing about it?

DVSA monitors the industry closely and acts on poor and fraudulent practice. This is through both proactive work and in response to reports from the public and official bodies.

Increasingly, we are discovering cases where vehicles aren't even entering a garage but still being issued pass certificates. This is allowing potentially dangerous vehicles to be driving on Britain's roads.

The latest technology and intelligence-based targeting allows us to track vehicle movements, meaning we know where vehicles are, and where they're not. We can then compare this with MOT test data to ensure the right outcome.

What have we found?

In 2021 to 2022 we saw 1324 total counts of MOT Fraud. 710 of those, were the most serious cases relating to dishonesty and negligence. To put this into perspective, in 2017 to 2018 there were less than half this figure (351). In these most serious cases, we're able to use the full force of the law. In 2021 to 2022 we prosecuted 20 cases (involving 24 defendants) - a 900% increase from 2018 to 2019.

This may appear low in comparison to the total counts of fraud, but a number of individual cases may form part of a singular prosecution. It is these individuals we are targeting.

We can also ban people from testing. In 2021, we banned a total of 127 Authorised Examiners from running Vehicle Testing Stations, and 288 from the MOT scheme.

This included bans for 85 Authorised Examiner and 185 Tester cases relating to the most serious offences including dishonesty, and gross negligence.

Cases to prove a point

We investigated Thornton-Granville of Mitcham, following a complaint about an MOT conducted on a vehicle in a shocking state of disrepair by member of the public.

An inspection of the vehicle revealed 21 faults, including missing brake pads and missing anti-roll bar. Corrosion on the car was so severe that the security of the body to the chassis was reduced by more than 50%, critically endangering the driver in any impact scenario. This led to a DVSA investigation. When presented with DVSA's evidence the tester admitted and subsequently pleaded guilty to issuing 152 fraudulent MOT pass certificates at City of London Magistrates Court in March.

He was sentenced to 18 months imprisonment for the charges, suspended for 2 years on the condition he completes 240 hours unpaid work within that period and ordered to pay a contribution towards prosecution costs of £5,000.

138 vehicle MOT certificates issued by Thornton-Granville were cancelled and removed. This meant vehicle owners needed to complete a valid MOT test before their vehicle could return to the road.

Elsewhere, in Hampshire, Paul Rafferty, of Havant was given a prison sentence of 36 weeks in Worthing Magistrates Court on 28 February 2022 following a DVSA investigation. The sentence was suspended for 12 months for 47 falsely issued MOT certificates over a 3-month period.

Rafferty had been issuing the certificates despite the vehicles never entering the two garages he worked at in Petersfield, between November 2020 and January 2021.

All the MOTs of the 47 potentially dangerous vehicles were cancelled. The owners were warned that their vehicles must pass a legitimate MOT before they could return to the road. Rafferty was also given the full 5-year term ban from MOT testing.

We also wrote advisory letters to the owners of a further 113 vehicles who had received MOT certificates from Rafferty.

If you believe an MOT test or centre is committing fraud you can report them.

A message of warning

These cases demonstrate we will not allow qualified testers who we entrust to carry out MOTs to abuse a system designed to keep the public safe for their own personal gain.

We are fortunate to have so many compliant, trustworthy, and honest garages who deliver the MOT safely. We want to ensure they are not unfairly disadvantaged by the greed and criminality of the dangerous few individuals seeking to dupe the system.

The MOT test is designed to keep you and others safe. Don't risk road safety, don't cheat the system, choose a valid MOT.



HM Government

Reading Johns article on page10, inspired me to find out more about this phenomenon.....the following is taken from Wikipedia on the Internet.

The **midnight sun** is a [natural phenomenon](#) that occurs in the summer months in places north of the [Arctic Circle](#) or south of the [Antarctic Circle](#), when the Sun remains visible at the local midnight. When the midnight sun is seen in the [Arctic](#), the Sun appears to move from left to right, but in Antarctica the equivalent apparent motion is from right to left. This occurs at latitudes from 65°44' to 90° north or south, and does not stop exactly at the [Arctic Circle](#) or the [Antarctic Circle](#), due to [refraction](#).

The opposite phenomenon, [polar night](#), occurs in winter, when the Sun stays below the [horizon](#) throughout the day.

Details

Around the [summer solstice](#) (approximately 21 June in the [Northern Hemisphere](#) and 21 December in the [Southern Hemisphere](#)), in certain areas the Sun does not set below the horizon within a 24-hour period

Geography

Because there are no permanent human settlements south of the Antarctic Circle, apart from research stations, the countries and territories whose populations experience the midnight sun are limited to those crossed by [polar circles](#): the [Canadian Yukon](#), [Nunavut](#), and [Northwest Territories](#); the nations of [Iceland](#), [Finland](#), [Norway](#), [Sweden](#), [Denmark \(Greenland\)](#), [Russia](#); and the state of [Alaska](#) in the [United States](#). **Photo Right:** Multiple exposure of the midnight sun on [Lake Ozhogino](#) in [Yakutia](#), [Russia](#)



The largest city of the world north of the Arctic Circle, [Murmansk](#) (Russia), experiences the midnight sun from 22 May to 23 July (63 days). A quarter of Finland's territory lies north of the Arctic Circle, and at the country's northernmost point the Sun does not set at all for 60 days during summer.



In [Svalbard, Norway](#), **Picture Left:** the northernmost inhabited region of Europe, there is no sunset from approximately 19 April to 23 August. The extreme sites are the poles, where the Sun can be continuously visible for half the year. The North Pole has midnight sun for 6 months from late March to late September.

Polar circle proximity

Because of [atmospheric refraction](#), and also because the Sun is a disc rather than a point, the midnight sun may be experienced at latitudes slightly south of the [Arctic Circle](#) or north of the [Antarctic Circle](#), though not exceeding one degree (depending on local conditions). For example, Iceland is known for its midnight sun, even though most of it ([Grímsey](#) is the exception) is slightly south of the Arctic Circle. For the same reasons, the period of sunlight at the poles is slightly longer than six months. Even the northern extremities of the [United Kingdom](#) (and places at similar latitudes, such as [St. Petersburg](#)) experience [twilight](#) throughout the night in the northern sky at around the summer solstice.

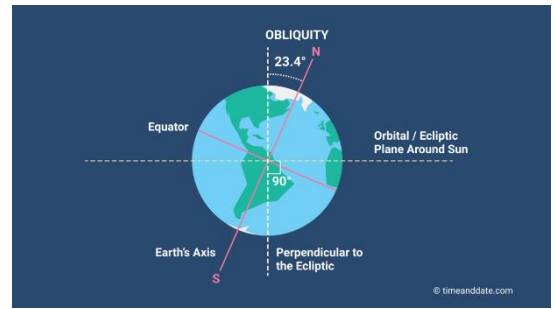
Places sufficiently close to the poles, such as [Alert, Nunavut](#), experience times where it does not get entirely dark at night yet the Sun does not rise either, combining effects of the midnight sun and polar night, for example where during the "day" it reaches [civil twilight](#) and at "night" only reaches astronomical twilight.

White nights

Locations where the Sun remains less than 6 (or 7^[1]) degrees below the horizon – between 60° 34' (or 59° 34') latitude and the polar circle – experience midnight [civil twilight](#) instead of midnight sun, so that daytime activities, such as reading, are still possible without artificial light on a clear night. White Nights have become a common symbol of [Saint Petersburg, Russia](#), where they occur from about 11 June to 2 July,^[1] and the last 10 days of June are celebrated with cultural events known as the [White Nights Festival](#). The northernmost tip of Antarctica also experiences white nights near the [Southern Hemisphere summer solstice](#).

Explanation

Since the [axial tilt](#) of Earth is considerable (23 degrees, 26 minutes, 21.41196 seconds), the Sun does not set at high latitudes in local summer.^[2] The Sun remains continuously visible for one day during the summer solstice at the polar circle, for several weeks only 100 km (62 mi) closer to the pole, and for six months at the pole. At extreme latitudes, the midnight sun is usually referred to as polar day. At the poles themselves, the Sun rises and sets only once each year on the [equinox](#). During the six months that the Sun is above the horizon, it spends the days continuously moving in circles around the observer, gradually spiralling higher and reaching its highest circuit of the sky at the summer solstice.



Time zones and daylight saving time

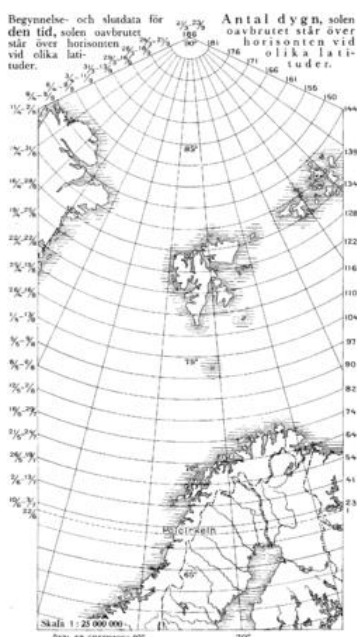


Picture Left: Summer night in the city of [Pori](#) on July 2, 2010

The term "midnight sun" refers to the consecutive 24-hour periods of sunlight experienced in the north of the Arctic Circle and south of the Antarctic Circle. Other phenomena are sometimes referred to as "midnight sun", but they are caused by [time zones](#) and the observance of [daylight saving time](#). For instance, in [Fairbanks, Alaska](#), which is south of the Arctic Circle, the Sun sets at 12:47 a.m. at the summer solstice. This is because

Fairbanks is 51 minutes ahead of its idealized time zone (as most of the state is in one time zone) and Alaska observes daylight saving time. (Fairbanks is at about 147.72 degrees west, corresponding to UTC−9 hours 51 minutes, and is on UTC−9 in winter.) This means that [solar culmination](#) occurs at about 12:51 p.m. instead of at 12 noon.

If a precise moment for the genuine "midnight sun" is required, the observer's [longitude](#), the local [civil time](#) and the [equation of time](#) must be taken into account. The moment of the Sun's closest approach to the horizon coincides with its passing due north at the observer's position, which occurs only approximately at midnight in general. Each degree of longitude east of the [Greenwich meridian](#) makes the vital moment exactly 4 minutes earlier than midnight as shown on the clock, while each hour that the local civil time is ahead of [coordinated universal time](#) (UTC, also known as GMT) makes the moment an hour later. These two effects must be added. Furthermore, the equation of time (which depends on the date) must be added: a positive value on a given date means that the Sun is running slightly ahead of its average position, so the value must be subtracted.^[3]



As an example, at the [North Cape of Norway](#) at midnight on June 21/22, the longitude of 25.9 degrees east makes the moment 103.2 minutes earlier by clock time; but the local time, 2 hours ahead of GMT in the summer, makes it 120 minutes later by clock time. The equation of time at that date is -2.0 minutes. Therefore, the Sun's lowest elevation occurs 120 - 103.2 + 2.0 minutes after midnight: at 00.19 Central European Summer time. On other nearby dates the only thing different is the equation of time, so this remains a reasonable estimate for a considerable period. The Sun's altitude remains within half a degree of the minimum of about 5 degrees for about 45 minutes either side of this time.

When it rotates on its own axis, it sometimes moves closer to the Sun. During this period of Earth's rotation from May to July, Earth tilts at an angle of 23.5 degrees above its own axis in its orbit. This causes the part of Norway located in the Arctic region at the North Pole of Earth to move very close to the Sun and during this time the length of the day increases. It can be said that it almost never subsides. Night falls in Norway's [Hammerfest](#) at this particular time of year.

Diagram above showing the dates of midnight sun at various latitudes (left) and the total number of nights. Click on the diagram for more information.

Duration

The number of days per year with potential midnight sun increases the closer one goes towards either [pole](#). Although approximately defined by the [polar circles](#), in practice the midnight sun can be seen as much as 90 km (55 miles) outside the polar circle, as described below, and the exact latitudes of the farthest reaches of midnight sun depend on topography and vary slightly year-to-year.

Even though at the Arctic Circle the centre of the Sun is, per definition and without refraction by the atmosphere, only visible during one summer night, some part of the midnight sun is visible at the Arctic Circle from approximately 12 June until 1 July. This period extends as one travels north: At [Cape Nordkinn, Norway](#), the northernmost point of [Continental Europe](#), the midnight sun lasts approximately from 14 May to 29 July. On the [Svalbard](#) archipelago farther north, it lasts from 20 April to 22 August.^[4]

Southern and Northern poles

Also, the periods of polar day and polar night are unequal in both polar regions because the Earth is at [perihelion](#) in early January and at [aphelion](#) in early July. As a result, the polar day is longer than the polar night in the Northern Hemisphere (at [Utqiagvik, Alaska](#), for example, polar day lasts 84 days, while polar night lasts only 68 days), while in the Southern Hemisphere, the situation is the reverse — the polar night is longer than the polar day.

Observers at heights appreciably above sea level can experience extended periods of midnight sun as a result of the "dip" of the horizon viewed from altitude.



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



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A.R. Course, Lincolnshire Advanced Motorcyclists: Tel: 01427 616864 or lincs-am-sec@pobroadband.co.uk

A.D. Course, Scunthorpe & Grimsby Advanced Motorists Tel: 01652 655601 or terryheath@sky.com

Dates in June 2022 Holidays, events, celebrations, awareness and special events

World Milk Day

1st Jun 2022

An international celebration of milk and the milk industry. Go hug a cow today.

[Website](#)

Platinum Jubilee Bank Holiday

2nd Jun to 3rd Jun 2022

A two day bank holiday in the UK to celebrate the Queen's Platinum Jubilee. Replaces the Late Spring Bank Holiday.

Spring Bank Holiday

2nd Jun 2022

A Bank Holiday in the UK and Ireland. For 2022 this has been moved to Thursday 2nd June as part of the Queen's Platinum Jubilee Celebration Weekend.

The Queen's Platinum Jubilee Weekend

2nd Jun to 5th Jun 2022

Planned celebrations for the Queen's 70th Jubilee include street parties, Jubilee beacons, a pageant and a party at Buckingham Palace.

[Website](#)

– [Great British Party Ideas](#)

World Environment Day

5th Jun 2022

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

[Website](#)

Bike Week

6th Jun to 12th Jun 2022

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

[Website](#)

Child Safety Week

6th Jun to 12th Jun 2022

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

[Website](#)

World Oceans Day

8th Jun 2022

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

[Ocean-Themed Activities for World Oceans Day](#)

Father's Day

19th Jun 2022

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

[How To Celebrate Father's Day](#)

Make Music Day

21st Jun 2022

Celebrates music in all its forms and the impact it's had on the world and the human spirit.

[Website](#)

Summer Begins

21st Jun 2022

[Summer Survival Guide](#)

World Giraffe Day

21st Jun 2022

Annual event to raise support, create awareness and shed light on the challenges giraffe face in the wild.

[Website](#)

International Women in Engineering Day

23rd Jun 2022

An international awareness campaign to raise the profile of women in engineering

[Website](#)

National Writing Day

23rd Jun 2022

A day for everybody across the UK to put pen to paper, unleash their imagination and make their voices heard.

[Website](#)

Wimbledon Fortnight

27th Jun to 10th Jul 2022

Annual international tennis championship held in Wimbledon, UK.

[Website](#)



We are excited to announce that on **July 21st, 2022** we will be holding our first live IAM RoadSmart **Question Time** webinar. Our Senior Leadership Team will be on hand to answer any burning questions that you may have about all things IAM RoadSmart.

Whether you are interested in news from the CEO, Operations Team systems, IT updates, Marketing plans, or our HR structure, the team is here to answer your questions.

Simply click on the link below to submit your question. Please note due to the volume of responses we may not be able to answer all questions but will try our best to cover everything on the night.

The IAM will be sending out details to register for the webinar in June, and I will include them in the July newsletter too, so keep a lookout in both.

[Submit your question](#)

QUIZ TIME

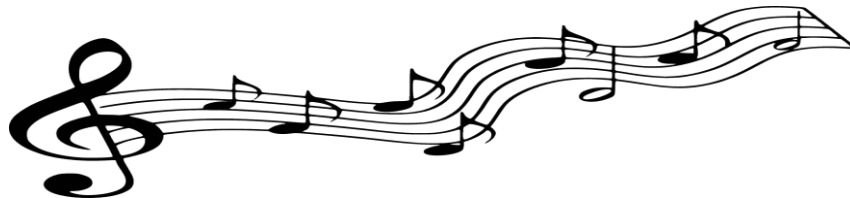
Have a go to see if you can find the musical instruments listed below in this word search.....

Words can go in any direction and can share letters as they cross over each other.



I U B I M T R U M P E T I
 A C C O R D I A N F O I E
 N M I R T R O M B O N E F
 G L O C K E N S P I E L L
 N I U B O O P I C A L O C
 T T K O O R H B K U N P L
 B O U B L E B A S S W I A
 P V L B O V O S R S O A R
 U A E T A N I S A P L N I
 F L L Y R E G O C N R O N
 H J E N N V I O L I N A E
 M A N D O L I N R A E O T
 F R E N C H H O R N U O C

- ACCORDIAN
- BASSOON
- BONGO
- DOUBLE BASS
- CLARINET
- FRENCH HORN
- GLOCKENSPIEL
- HARP
- LYRE
- MANDOLIN
- OBOE
- PIANO
- PICALO
- TIMPANI
- TROMBONE
- TRUMPET
- TUBA
- UKULELE
- VIOLA
- VIOLIN



What am I? I am the beginning of the end and the end of time and space. I am essential to creation, and I surround every place.

Last Months' Answer – A Hole

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



Group Website

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



SAGAM can be found on Facebook at: [@SGAMG1](#)



You can Follow us on Twitter: [@ANDGRIMSBY](#)