

Scunthorpe & Grimsby Advanced Motorists

Group No 7080 Charity No. 10631 March 2022 Edition

Full members - 75; Associate members - 11; Total - 86

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Hi!

Welcome to the March edition of the SAGAM newsletter. World Book Day is on the 3rd March and Mother's Day on the 27th. I know that for World Book Day, most schools ask the children to dress up as characters from their favourite book and if you *do* have children at school, there is a link for costume ideas for your child or grandchild to look at, for ideas for their outfit for the day. In addition for Mother's Day, there is a link for gift ideas for that special lady in your life.

We had a SAGAM social night on the 23rd March where Simon Jesson who is a System Manager from NPG, (from Northern Power Grid) spoke to us about the scenarios they have put together regarding the future uptake of electric vehicles and how the network will accommodate their requirements for charging. It was a really interesting night and a writeup of the night will be available to read in the April edition.

Following on from the above, there's an interesting piece on 'Charging Anxiety' in relation to e-cars which may prevent the government from meeting its 2030 target for mass adoption of zero-emission cars as charging points are lagging behind the uptake of e-cars.

Although you have probably already got your pancake mixture done and ready for tonight's tea, there's a lovely recipe for Paradise Pancakes which you may like to try as well.....mmmmmmmm.....

On page 4, you'll find a form for you to nominate your committee members with, which has to be completed and received at the address given, no later than 7 days before the AGM, which is on the 27th April 2022.

Don't forget that thanks to Mick Harris, we have 100 **free** young driver courses on offer at the minute, funded by Safer Roads Humber. The young driver has to be between 17 and 24 years old and they could access free taster drives which may lead onto a fully funded Advanced Driver Course (worth between £65 - £149).

Do you know anyone who would benefit from one of these? If so, please get in touch with us at one of the addresses or phone numbers in the committee list or visit [Free Courses for Humberside | IAM RoadSmart | UK Road Safety Charity](#)



Did you find the Ad Lad? He was on page 19 in the Diary for St Valentine's Day. He was holding a red rose, so I guess he has someone in mind to receive it! If you can find him in this edition, let me know and I'll put your name in the newsletter for April.

Chairman's Chatter

Hi folks, it's that time again where our mag editor is shouting at me saying "where's your mag articles?" I need them yesterday. Ooops sorry Jan. I've been busy, honestly.. I just hope that I can put this together in time. One of the big items I have to put across to you is that right now, I feel the group is at a crossroads. The crossroads will hopefully lead us to the right destination, but only with your help. We are seriously debating and considering if whether the time is now right, to reinstate face to face social meetings. We need everyone's answer as soon as possible please! If we keep on Zoom for the foreseeable, how do we keep interest, because the numbers really took a nose dive from previous Zoom socials. The last Zoom was a brilliant one and it was a very emotive subject too but we only had 14 on there with us, and that included most of the committee. At the previous social Zoom we had thirty, so what's the reason for that?: any ideas and thoughts would be really welcomed. We have some good ideas for speakers in the pipeline, but don't know if we should have face to face or Zoom to keep everyone's interest! Several people that follow us on the Zooms have said how much they enjoyed it, but on the other hand so have people with live, face to face socials. **This is really important to us, so that we can get it right, for you!** One more factor is that our raffle lady Vivian, does help us to keep a few quid in the account, which of course we would lose if we stayed on Zoom. Most of the region appears to be going about life in the same old fashioned way now, but for live meetings we would try and social distance people at tables and have all the chairs facing forward and we'd probably offer sanitising areas for those that require it. We're trying to do our best here but we really do now need your help and advice. Thank you. At this juncture my last piece is, would you like to come and offer your services/expertise at committee meetings please, we really need some more committee members with fresh ideas. Thank you.

All that remains now, is once again to thank you for your continued support and stay safe and well. Don't forget to let me know whether you want Zoom or live meetings.

Terry Heath.

SAGAM CONTACTS & OTHER DETAILS

The Area Service Delivery Manager for the East Midlands and North Yorkshire region is Peter Serhatlic
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CHAIRMAN

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chairman@scunthorpegrimsbyadvancedmotorists.org

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.

VICE-CHAIRMAN

Paul Johnson
Tel: 01724 721156

SOCIAL MEETINGS

The following are dates for our 2022 Social Meetings: (if restricted, meetings will be via Zoom)

TREASURER

Malcolm Gothard
01724 764237

27th April (AGM) 22nd June, 24th August,
26th October.

SECRETARY

Jan Burditt
Tel: 07834 170 678

NEXT ISSUE

April 2022
If you have any articles, photographs or anything you feel may be of interest for the **April** edition, please feel free to email me at publicity@scunthorpegrimsbyadvancedmotorists.org no later than **15th April** please.

GDPR

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Scunthorpe & Grimsby Advanced Motorists
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[Web Site](#)



[Facebook](#)



[Twitter](#)

LOCAL OBSERVER ASSESSOR GRIMSBY

Ian Greenbeck
Tel: 01472 825867

Committee Meeting Dates for 2022 are:

9th March; 13th April; 11th May; 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.

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LOCAL OBSERVER ASSESSOR SCUNTHORPE/ ASSOCIATE COORDINATOR

John Wigmore
07751 608 127

As our AGM is on the 27th April, it's important for our members to vote for their committee members in advance. Please find below a nomination form for you to print off, complete and then return to the address below no later than 20th April 2022. Any form received after that date will not be included.

Nomination Form

To: Secretary,
Scunthorpe and Grimsby Group of Advanced Motorists
45, Blyth Way
Laceby
DN37 7FD

With regard to the forthcoming election of Officers and Committee Members for the year commencing 27th April 2022, I would like to propose that

Mr/Mrs/Miss
Address
Post Code Telephone No

stands for election as Chairman/Vice Chairman/Secretary/Treasurer/Committee Member (delete as appropriate).

Signed Seconded

This is to certify that I am in agreement to my name being put forward for election to the above post and that, if elected, I am willing to act in that capacity.

Date Signed

Note All signatories on this form **must** be group full members.

Observer Team News March 2022.

*H*ello everyone, welcome to this month's news from the Team.

We have been working hard with the current associates with a couple of tests, both successful, (more later) and a few awaiting test dates following successful check tests. The remainder are all at various stages with their observed runs and we wish them well as they hone their skills.

We have one associate so keen that, due to work location, he trains with SAGAM and with the Sheffield Group. Good luck, we admire your dedication.

We would like to welcome new associates, Glyn Lake and Dmitri Ilyusha and wish you both well as you begin your ADC sessions.

A huge CONGRATULATIONS to: Anna Stevenson-Trippet on your successful test and Justin Elliot who gained a F1RST pass. Well done to you both.

Within the team, Chris Bilton has been working hard to join the Observer team and has recently had confirmation of IMI Local Observer assessment approval and is currently awaiting his certificate. Welcome to the team Chris we wish you well.

John Wigmore has successfully been reassessed in his role as National Observer, so congratulations to John, who is also our Observer coordinator and SPOC (single point of contact) for Observer related matters.

As usual, if you need any help or advice driving wise, just contact us on the numbers elsewhere in the newsletter and if you know of anyone interested in joining as an associate, we have information packs available.

For now, thank you for reading our update and we wish you happy and safe driving.

On behalf of The Observer Team, Paul Cassell

Celtic Saints

Most people will know that the four Home Nations of the United Kingdom each have their own Patron Saint. However less is known about the Saints themselves, their birth, life and death. As two of these “Home Saints” are celebrated in March, let’s take a while to consider the history of St. David and St. Patrick.

St. David

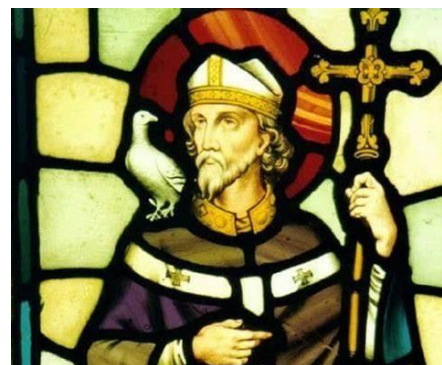
Whilst it is well known that St. David is the Patron Saint of Wales, his origins in Ireland are less well understood. The story starts in a convent in Clonmell, Co. Tipperary, and with David’s mother St. Non.



The lawless state that existed in the fifth century meant that the roaming bands of thieves had little respect for the sanctity of the convent. One band of brigands entered Clonmell in the year 488AD, the subsequent rape and pillage left the convent in ruins with several of the nuns dead. St. Non escaped with her life but had become pregnant, and gave birth to David the following year.

St. Non’s story of rape was not believed locally, which led to her fleeing to Wales to start a new life. Histories conflict as to whether the child was born in Ireland, or soon after St. Non arrived in Wales, but one thing on which there is consensus is that St. Non landed on the South coast of Pembrokeshire, at a place that still bears her name – St. Non’s Bay.

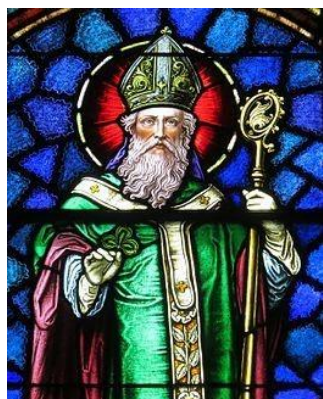
St. David grew up in Pembrokeshire and founded monastic settlement locally in the City still called St. David’s, as well as numerous other locations in Wales. He is also known for establishing churches throughout England and Brittany. He served as Bishop of Pembroke until, in the year 569 he was elected Primate of the region of Brefi (South and West Wales). It is said that once while preaching in Llandewi Brefi, a white dove was seen to descend and alight upon his shoulder. All stained glass depictions of St. David now include the dove. A few days after delivering his last sermon at the age of 100, St. David died on 1st March 589. St. David was a life-long vegetarian, and tradition has it daffodils sprung up on his grave, hence the Welsh association with leeks and daffodils. He was canonized by Pope Callixtus in the 12th century, and is now celebrated throughout Wales on Dydd Dewi Sant – 1st March.



St Patrick

Although there is no consensus as to where St. Patrick was born, it is generally accepted that he started life in Roman occupied England; it is likely that he and his family lived in Ravensglass, Cumbria.

His date of Birth is loosely believed to be around 400AD, but more certain is that at the age of sixteen he was abducted by Irish pirates, and taken into slavery somewhere in the northern part of the Island of Ireland.



He was forced to work on the farm, principally in the production of potatoes, until six years later when he escaped captivity and began to make his way home. Subsequently reunited “with his family, he never settled down and had a recurring dream urging him to walk once more amongst the Irish”. In obedience to the voice, he left his native England and did indeed walk amongst the Irish again. He is credited with introducing Christianity to Ireland, and established numerous Christian communities throughout the island. It is even possible that he had a hand in establishing the Convent at Clonmell which features so prominently in the story of St David.

Throughout his ministry, St Patrick would use the Shamrock to illustrate the doctrine of the Trinity. He would frequently refer to the three leafed plant as representing the Father, the Son and the Holy Spirit; three Persons of God, each being independent yet interdependent. It is therefore no surprise that the Shamrock became the symbol of the emerging Nation. St. Patrick died on 17th March 461, but his legacy endured to see St David born twenty eight years later. The place of his death remains unknown, but St. Patrick's Day is still celebrated on 17th March by the Irish throughout the world.



It is an old saying that the evil of men will serve God. It was of course, the Roman invaders who first brought Christianity to England, but we now see how the actions firstly of pirates, then of rape and pillage, also lead to the establishment of the Christian faith throughout Wales and Ireland.

Article very kindly supplied by John Wigmore

Did You Know? – British firm behind the NEW Red Arrows

It has been reported that British firm Aeralis, has been tipped to win a contract to replace the Red Arrows' Hawk T1 jets.



Early in 2021, Suffolk-based Aeralis was given £200,000 by the RAF to develop a new aircraft that could be converted from basic trainer to aggressive fighter by swapping engines and wings. The jet developer seems to have won a contract that will see it replace the fully aerobatic Hawk T1 plane, which first entered service with the RAF in 1974, amid concerns about the aircraft's safety.



The two-seat training plane, which has been used both as an advanced flying-training aircraft and a weapons-training aircraft, was expected to remain in service until 2030 for the RAF Aerobatic Team, the Red Arrows.

However concerns about the safety of the aircraft, which has been used in almost 5,000 public displays worldwide, have forced senior staff to push ahead with replacing the planes. In 2021 Aeralis said the flexible design for the new aircraft could allow RAF training teams to have fewer aircraft available.

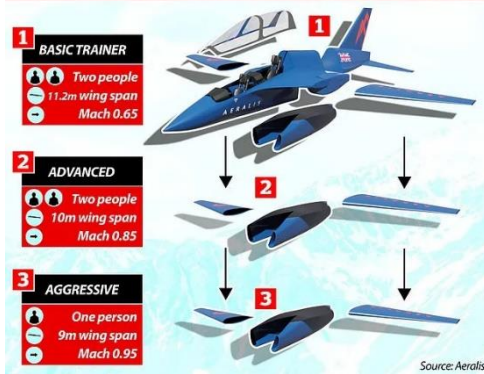
Suffolk-based Aeralis appears to have struck a deal that will see it design and develop the fully aerobatic Hawk T1 plane. It is understood that the British firm will create nine planes for the Red Arrows and three operational spares.

An RAF source told the Daily Express:

'The Red Arrows promote British industry and the plane needs to be made in the UK. Aeralis will design, develop and deliver the Hawk T1 replacement. Though officially the order date is being played down, given that it will take at least 5 years or longer before the plane is in operational service, there's an acute awareness that the decision has to be made soon and an announcement was made just before Christmas.'

It comes just months after Aeralis was given the £200,000 by the RAF to develop a 'modular' two-seater aircraft that will come in one of three variants depending on requirements.

RAF BACKS 'MODULAR JET' THAT TRANSFORMS FROM TRAINER TO FIGHTER



In February 2021 the Royal Air Force backed the British firm to develop a new aircraft that could be converted from basic trainer to aggressive fighter by swapping engines and wings. The variants have the same fuselage, but by fitting different engines and wings it can be transformed – allowing the RAF to operate with fewer aircraft in its fleet. A base version of the aircraft will be used as a trainer for combat exercises, but the modular design means it can be adapted as circumstances change.

Aeralis expects the change between versions to happen within a normal 24 to 48-hour maintenance cycle, and to have the first version ready in about three years. Speaking at the time, Tristan Crawford, CEO of Aeralis, said every component used in the making of the new module aircraft would come from British companies.

Last year, Aeralis said the flexible design for the new aircraft could allow RAF training teams to have fewer aircraft available

‘We can put different wings on and different engines on so that it becomes a basic trainer for example, so it flies more slowly and it’s more easy to fly — like the flying equivalent of a family car. The ‘revolutionary design’ allows for a number of future configurations beyond the three ‘core’ ideas currently under development’

Future versions of the aircraft could include a ‘fuel tanker’ – a flying petrol station that could be used to refuel swarms of small drones. The firm said they could also create a version with much longer wings that could be used for surveillance missions, or an uncrewed version used as an attack drone.



Mr Crawford added;

‘The last time Britain developed its own crewed military aircraft fully in Britain was 1974 with the Hawk. Everything else that has come afterwards has had to rely on some kind of overseas partnership to make it happen,’

The £200,000 grant from the RAF is for three years development and was granted by the Rapid Capabilities Office – designed to fund novel ideas. The firm said on their website: ‘The new aircraft will be based on a modular system, enabling the company to deliver a range of configurations for different missions by using common fuselage and avionics while switching engines, wings and mission systems. The company has completed phase one and phase two development, with feasibility studies complete and its core team established in preparation to develop a pre-production aircraft with first flight targeted within three years.’

Researched by Jan Burditt with above extract taken from GOB online March 2021

UK electric vehicle charging network is lagging behind, says Volkswagen

‘Charging anxiety’ may prevent the government from meeting its 2030 target for mass adoption of zero-emission cars



The lack of a widespread electric vehicle charging network in the UK is holding back the mass adoption of zero-emission cars, according to carmakers and industry analysts. This year is considered crucial for electric vehicles (EVs) going mainstream, but the German manufacturer Volkswagen has warned that a significant increase in the number of available chargers is needed to convince consumers to make the switch from petrol and diesel cars.

The UK government plans to ban sales of new cars with internal combustion engines from 2030, when ministers hope one in every three cars on Britain’s roads will be electric, compared with one in 100 currently. Alex Smith, (pictured above) is the managing director of Volkswagen Group UK and said:

“The key thing now is to ensure that the charging infrastructure not just increases to meet the current demand, but accelerates to overtake the current demand. We’ve got to get the charging infrastructure ahead of the game to enable us to progress from the quite specific adoption that we have at the moment into mass adoption. And we’re not there yet.”

Sales of EVs have soared in recent years, and almost doubled between 2020 and 2021, rising from 108,000 to 190,000, according to data from the Society of Motor Manufacturers and Traders (SMMT). This meant that Britons bought more electric cars last year than during the previous five years combined.

However, sales have been climbing from relatively low levels, and accounted for just under 12% of sales last year.

Alex continues;

“We’re already seeing that divergence between the acceleration rate of EV adoption and the supporting infrastructure that’s in place. Pure EV sales increased by 76% last year. The charging infrastructure increased by about a third.”

The UK arm of Volkswagen saw its EV sales double between 2020 and 2021. It has committed to investing €89bn (£74bn) in EVs over the next five years, as it tries to atone for its 2015 Dieselgate scandal. It was found to have rigged the emissions of cars to make them appear cleaner than they were. Its newest models, the all-electric ID3 and ID4, are manufactured at its plant in the German city of Zwickau – the first factory belonging to a volume carmaker to only build cars powered by lithium-ion batteries.

Smith believes “range anxiety” among consumers – when drivers feared electric vehicles wouldn’t travel far enough on a single charge to get them where they needed to go – has now been replaced by “charging anxiety”.

“When there is a certain density of public charging infrastructure in a particular area, EV sales started to climb almost exponentially in that area,” Smith said. “Ultimately, filling your car with electrons should be as convenient and as reliable as filling your car with a liquid fuel.”

Problems finding chargers are a common gripe among EV drivers, who complain that even if they do find chargers during their journey, they may be in use or out of order. There is also huge variation in the number of chargers available in different parts of the UK.

The UK is lagging behind its continental neighbours in this regard. At the start of the year, there were 28,375 public EV charging devices available in the UK, according to figures published by the Department for Transport. Fewer than 20% of these – only 5,156 – were rapid chargers. That is fewer than half of the 66,665 chargers that had already been installed in the Netherlands by 2021, and a third less than the 44,538 chargers found in Germany at that time, according to figures from the EU’s European Alternative Fuels Observatory. Car industry analysts believe the UK government needs to take responsibility for developing and funding the vehicle charging network.

David Bailey, a professor of business economics at the University of Birmingham said;

“We need fast chargers on main routes, we need destination chargers, we need on-street [schemes] for installing chargers at home. We need a really holistic approach. We’ve not had that from the government.”

Bailey is also critical of “premature” [cuts to subsidies for electric vehicles](#) made by ministers last year. This has been coupled with a delay in the [government’s plans](#) to force shops, factories and offices in England with large car parks to install at least one electric car charger.

He also said

“The government isn’t going to do it all, but leadership is about trying to get a variety of different actors to move in the same direction, and harnessing not only central government, but also local government and private sector investment to make this happen. Really they have not done enough.”

Bailey believes a big investment in infrastructure is needed to get the UK where it wants to be by 2030, when compared with a country such as Norway, where more than half of cars sold are electric.

He added;

“We have simply set a date and have not put in place the infrastructure to get us to that date”

The Department for Transport’s electric vehicle infrastructure strategy was reportedly due last autumn, but has been delayed. A spokesperson for the department said:

“The government is providing more than £1.3bn to support the continued roll-out of chargepoints at homes, businesses and on residential streets across the UK, levelling up our Chargepoint provision while supporting the deployment of rapid chargepoints on motorways and major A roads in England.”

Article very kindly supplied by Bryan Woods via Terry Heath

A little bit of what you fancy! - Paradise Pancakes

Ingredients

For the pancake mixture

- 110g/4oz plain flour, sifted
- pinch of salt
- 2 eggs
- 200ml/7fl oz milk mixed with 75ml/3fl oz water
- 50g/2oz butter



Method

1 Sift the flour and salt into a large mixing bowl with a sieve held high above the bowl so the flour gets an airing. Now make a well in the centre of the flour and break the eggs into it. Then begin whisking the eggs - any sort of whisk or even a fork will do - incorporating any bits of flour from around the edge of the bowl as you do so.

2 Next gradually add small quantities of the milk and water mixture, still whisking (don't worry about any lumps as they will eventually disappear as you whisk). When all the liquid has been added, use a rubber spatula to scrape any elusive bits of flour from around the edge into the centre, then whisk once more until the batter is smooth, with the consistency of thin cream. Now melt the 50g/2oz of butter in a pan. Spoon 2 tbsp of it into the batter and whisk it in, then pour the rest into a bowl and use it to lubricate the pan, using a wodge of kitchen paper to smear it round before you make each pancake.

3 Now get the pan really hot, then turn the heat down to medium and, to start with, do a test pancake to see if you're using the correct amount of batter. I find 2 tbsp is about right for an 18cm/7in pan. It's also helpful if you spoon the batter into a ladle so it can be poured into the hot pan in one go. As soon as the batter hits the hot pan, tip it around from side to side to get the base evenly coated with batter. It should take only half a minute or so to cook; you can lift the edge with a palette knife to see if it's tinged gold as it should be. Flip the pancake over with a pan slice or palette knife - the other side will need a few seconds only - then simply slide it out of the pan onto a plate.

4 Stack the pancakes as you make them between sheets of greaseproof paper on a plate fitted over simmering water, to keep them warm while you make the rest.

Now, to make the Paradise Pancakes, you can put pineapple, ice cream and a few chocolate bits in the centre of one of your pancakes and roll it up. Serve with a dash of fresh cream, and a couple of strawberries all sprinkled with icing sugar for effect. Alternatively, use a knife to smear the pancake with Nutella (plenty of it), roll up, drizzle chocolate over the top and serve as before but perhaps with grapes and ice cream. Lovely.

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 DN16 1TR
 TEL: 07850543645

If you missed the article on the recent Highway Code changes in February's edition, here's a quick guide on some of the most important changes.

THE FIVE HIGHWAY CODE CHANGES ON DRIVING NEAR CYCLISTS

- 1 Cycle in centre of the lane
- 2 Cyclists should ride two abreast
- 3 Drivers should give 5ft when overtaking cyclist
- 4 Cyclists not obliged to use cycle lanes even when they're present
- 5 Cyclists either side of vehicle have priority when cars are turning

Old rule: Vehicles have priority in junctions
New rule: Give way to pedestrians at junctions

Old rule: Road position was previously not mentioned in the code
New rule: Ride in the centre of the lane to make yourself visible in certain situations

[CLICK HERE TO FIND OUT MORE](#)

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To receive your application form please send your name and contact details along with your payment to:

Mr M Gothard
 7, West Green
 Messingham
 North Lincs
 DN17 3QT

Cheques should be made payable to:
 The Institute of Advanced Motorists
 For more information contact: Terry Heath on:
 01652 655601 or visit our website

www.scunthorpegrimsbyadvancedmotorists.org

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What am I?

*My life can be measured in hours, I serve by being devoured.
Thin, I am quick. Fat, I am slow. Wind is my foe.....
Last months' answer - Chocolate*

Advertising in our Newsletter

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

The cost of advertising is:

Full page - £40.00: Half page - £20.00

Costs are per annum and there are 12 monthly issues

AGM – 27TH APRIL 2022

**Don't forget to complete your nomination form and post to the address
on page 4 to arrive no later than 20th April 2022**

A very well-known name in car manufacturing, Aston Martin Lagonda is a British independent manufacturer of luxury sports cars and grand tourers. Its predecessor was founded in 1913 by Lionel Martin and Robert Bamford. Steered from 1947 by David Brown, it became associated with expensive grand touring cars in the 1950s and 1960s, and with the fictional character James Bond following his use of a DB5 model in the 1964 film *Goldfinger*. Martin and Bamford joined forces the previous year to sell cars made by Singer. Martin raced specials at Aston Hill, near Aston Clinton. The pair then decided to make their own vehicles. Their first car was to be called Aston Martin and was created by Martin by fitting a four-cylinder engine to the chassis of the 1908 Isotta-Fraschini. They produced their first car in March 1915 after acquiring premises in Kensington at Henniker Mews. However, production could not start due to the First World War in which Martin joined the Admiralty and Bamford the Royal Army Service Corps. All the machinery was sold to the Sopwith Aviation Company. Their sports cars are regarded as a British cultural icon. Aston Martin has held a Royal Warrant as purveyor of motorcars to the Prince of Wales since 1982, and has over 160 car dealerships in 53 countries, making it a global automobile brand. The company is traded at the London Stock Exchange and is a constituent of the FTSE 250 Index. In 2003 it received the Queen's Award for Enterprise for outstanding contribution to international trade. The company has survived seven bankruptcies throughout its history.

If the thought of an Aston Martin DBX makes you go weak at the knees, I suggest you take a seat; the British marque has just unveiled the world's most powerful SUV and with the performance variant of the sports SUV, it is known as the DBX707. Their latest offering is launched only this year and the 697bhp SUV is Aston's most powerful DBX. Far from the four cylinder engine first car they ever made, Aston says this is;

'the fastest and 'best handling' SUV, and is 'a sabre in a segment of sledgehammers'



A far reaching statements which applies to the Aston Martin DBX707, but you can call it whatever you like because it's got nearly **seven hundred horsepower** and will outrun pretty much any 4x4 on the road.

Unsurprisingly, the '707' bit refers to PS, which equates to 697bhp from the updated 4.0-litre, AMG-sourced biturbo V8 lurking under the bonnet. It also pumps out 663lb ft of torque, which is a smidge more you're your average volcano makes.

Acceleration and overall performance is suitably explosive. Aston reckons this new DBX will sprint from 0-62mph in 3.3s – quicker than a Lamborghini Urus and on par with a Porsche Cayenne Turbo GT –

and top out at 193mph. As anybody with even the most rudimentary grasp of fear will confirm, 193mph in a 2.2-tonne SUV is 'enough'.

How, exactly, has Aston massaged out 155bhp more than a 'regular' V8 DBX? New ball-bearing turbos and a new engine map, basically. The V8 also gets a nine-speed 'wet-clutch'* automatic gearbox better equipped to deal with that additional torque. Aston promises faster gearshifts compared to the old torque converter 'box, and of course, better launches off the line making it one of the most powerful SUVs on the market. The styling of the DBX707 certainly suggests as much, and many of its flourishes are not just cosmetic but also functional. Up front, there's a bold new chrome-finished grille (which has been enlarged to increase cooling airflow), and below that sits a new front splitter. These additions are also accompanied by new air intakes, LED daytime running lights and brake cooling ducts.

Inside, one of the significant changes compared with the regular DBX is the revised lower centre console. This houses the new driving mode switches, which enable you to tailor the suspension, traction control, manual gear selection and exhaust system settings. Unlike with the standard car, the gearbox will be able to hold onto gears like a manual gearbox (rather than changing up automatically). Meanwhile, the new exhaust system will be able to open its internal valves (for some added noise) without the need to be in Sport mode. There's a 'Race Start' mode, available in 'GT Sport' and 'Sport+' modes for full revisit-your-breakfast-choices launches. Indeed, there's a new version of the e-diff, able to deliver 100 per cent of the V8's torque to the rear axle if required, calibrated for maximum pointiness. It's not just a charging rhino, mind, because Aston has gone to some lengths to adjust the chassis. The basic air suspension remains, here featuring tweaks to the damper valving, spring volume and electric power steering. Basically, it's tighter (less heave, pitch and body roll), more feelsome and agile, the latter courtesy of a revised active roll control system.

The brakes are new, and huge. Carbon ceramic 420mm front discs, 390mm at the back, allied to six-piston callipers. It shaves 40.5kg of unsprung weight, says Aston, hiding behind new 22in alloys (23s are an option).

Those wheels aren't the only external modifications. The finished visual result, according to Aston, is "spectacular".

It's hunkered down around a set of bonnet blades, gloss black finishing and sills that feature a "deeper, more heavily sculpted profile".



To the rear you'll find the obligatory roof wing – one that "reduces lift and increases high-speed agility" – and a bigger rear diffuser coupled to bigger exhaust tailpipes, and a new rear bumper. Punchy, right?

16-way adjustable sports seats are standard fit, and there are three interior setups you can choose from that offer a mix of leather/Alcantara, or semi-aniline leather with embroidered Aston wings on the headrests. The interior switchgear also gets a dark chrome finish, though bright chrome and carbon fibre can be ticked instead. Indeed, Aston's Q customisation department is ready to take your call, which, in Aston's own words, can "push the boundaries of desire". Or taste. Your call.



On sale April | Price from £189,000

***Wet Clutch** - Wet clutches in general have multiple clutch plates (in cars) and have a supply of oil to lubricate and cool the components. The lubricant is applied to dissipate the heat from the frictional surfaces in contact. ...



Changes to Vehicle Number Plates

Two massive changes to number plates are coming in the next two weeks. From March 1, cars registered will be given a 22 tag - rather than the current 71. And the new number plates for cars and vans will be made from a new material, which is supposedly tougher and they are reportedly more resistant to damage and abrasion.

Number plates can now only display solid black lettering as two-tone plates that used different shades to create a 3D or 4D effect have been banned.

Automatic Number Plate Recognition (ANPR) cameras will be able to read the plate more easily as a result, according to travel and traffic experts.

James Fairclough, CEO of AA Financial Services, commented on the car market in 2022. He said:

"The promise of fresh car demand in 2022 is welcome news, following a challenging year for the car industry. The impact of Covid and the global shortage of semi-conductors has seriously impacted new car registrations this year, pushing up demand for used cars. Previous AA research suggested that values of some used cars have risen by up to 57 per cent. What we expect to see in 2022 is the second-hand market benefitting from resurgent car demand. We also believe the way people pay for their cars will change and diversify. The economic uncertainty of Covid and the transition to electric cars will continue to influence drivers until the traditional notion of paying full-price for a car and keeping it for as long as possible is something for the history books."

Article very kindly supplied by Mick Harris

Could this catch you out?

More than a quarter of UK drivers have driven someone else's car in the past 12 months, according to new research from Direct Line. Around 6.7 million of those behind the wheel were found to be potentially driving without valid insurance. Direct Line says this trend of people driving without proper insurance is a "potentially dangerous and costly mistake". It is illegal to drive a vehicle on a road or in a public place without at least third party insurance.



Even if the vehicle itself is insured, if a motorist is not correctly insured to drive it, they could get penalised.

The police can issue a fixed penalty of £300 and six penalty points if they are caught driving a vehicle they are not insured to drive. Read more about this here:

[Car tax changes to launch in months despite drivers concerns](#)

If the case is escalated and reaches court, a driver could be slapped with an unlimited fine and be disqualified from driving. The police also have the power to seize, and in some cases, destroy the vehicle that's being driven uninsured.

Lorraine Price, head of motor insurance at Direct Line, commented:

"This research paints a worrying picture of people driving while uninsured because they haven't checked the details of their cover. It may feel like taking a friend's car for a quick spin or popping to the shops is low risk, but you could be doing so as an uninsured driver, a potentially dangerous and costly mistake. Take the time to check your own policy and the policy of the car you are driving before getting behind the wheel."



Driving other cars is no longer a standard element of comprehensive car insurance policies, with the certificate of insurance stating who has cover to drive other cars. Only 38 percent of survey respondents who have driven another car in the last year checked they were insured to do so. Some 4.5 million people said they were fine because they had their own fully comprehensive policy, while 1.2 million were not sure but presumed they were covered. Nearly a million drivers either knowingly drove without insurance or didn't know at all if they had sufficient cover.



Direct Line is urging drivers to check they have the correct cover if needing to drive another vehicle, as just one in six people correctly understand that having their own policy does not guarantee valid cover when driving another car. Almost a third of motorists, 12.9 million people, incorrectly believe if they have fully comprehensive insurance on their own car, it means they have the same level of cover when driving someone else's. It is the responsibility of drivers to make sure their car is insured, with many companies urging drivers to set reminders to renew when the time comes. If a motorist has an existing policy, the provider should always let them know when it's about to expire, and they almost always automatically renew the policy.

There are, however, some circumstances when a road user does not need insurance.

- If a vehicle has been declared SORN (Statutory Off Road Notice), there is no need for insurance. Once this is done, the car cannot be driven, or even parked, on a public road.
- If the car has been written off, scrapped or stolen, the vehicle will not need to be insured, as long as the DVLA and insurance provider have been informed.

Article taken from Daily Express February 18th 2022 via Internet

Chaos following Highway Code changes leads to rise in 'cash for crash' scam risk

The chaotic scenes following the updates to the Highway Code could see a rise in so-called 'cash for crash' incidents, an expert has told Express.co.uk.

January's updates to the Highway Code saw chaos on the nation's roads as cyclists rode three abreast in the middle of the road and drivers were left confused by who had right of way. It has led to a staggering jump of **500 percent** in the sales of dash cams as motorists rush to protect themselves from 'cash for crash' scams. The incidents usually involve pedestrians or cyclists pretending to be hit and injured by cars in order to make a false insurance claim. Video evidence provided by dash cams helps drivers to avoid these types of claims and possible criminal convictions brought about by them.

Sales of the devices are now at a rate of one every 30 seconds in the UK.

Bryn Brooker, Head of Road Safety at [Nextbase](https://www.nextbase.com), said:

"There is widespread concern following these changes and misinformation is causing confusion and panic on UK roads. We want to ensure that motorists are aware of this new set of rules as there are some changes around the hierarchy for road users, pedestrian priorities as well as priority for cyclists and horse riders when cars are turning or at junctions. There is a real risk that these changes are going to be exploited by criminals in cash for cash incidents. If drivers cannot prove they have acted legally, they will now take most if not all responsibility for financial damages and risk prosecution if they cannot prove that cyclists, pedestrians or e-scooter riders are at fault."

Article taken from Daily Express February 18th 2022 via Internet



Dates in February 2022

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

Pancake Day

1st Mar 2022

Pancake Day or Shrove Tuesday is the day before Lent begins, when people would traditionally use up all their fat and eggs by making pancakes. See also our lovely recipe for Paradise Pancakes on Page 9.

[All About Pancake Day](#)

St. David's Day

1st Mar 2022

St. David is the patron saint of Wales, and celebrations include wearing daffodils and leeks, eating traditional Welsh food and wearing Welsh national costume.

[All About St. David's Day](#)

[St. David's Day Free Printable Wordsearch](#)

World Book Day

3rd Mar 2022

Annual celebration of books and reading celebrated by reading, book related activities and dressing up as characters from books.

[All About World Book Day](#)

[Easy World Book Day Costume Ideas Using Clothes You Already Have](#)

World Wildlife Day

3rd Mar 2022

World Wildlife Day is an opportunity to celebrate the many beautiful and varied forms of wild fauna and flora and to raise awareness of the multitude of benefits that conservation provides to people.

[Website](#)

International Women's Day

8th Mar 2022

A worldwide celebration of women's rights and celebrating the social, economic, cultural and political achievements of women.

[Website](#)

St. Patrick's Day

17th Mar 2022

Ireland's national day is celebrates the Irish patron saint Patrick. The day is celebrated all around the world with Guinness and shamrock decorations.

[All About St. Patrick's Day](#)

Red Nose Day

18th Mar 2022

The day when people across the land join forces to raise money for brilliant causes in the UK and around the world, by having a good laugh!

[Website](#)

Spring Begins

20th Mar 2022

Whoop Woop! Spring starts today!

Shakespeare Week

21st Mar to 27th Mar 2022

Shakespeare Week is a national annual celebration giving primary school aged children opportunities for enriching and enjoyable early encounters with Shakespeare.

[All About Shakespeare Week](#)

Mother's Day (UK)

27th Mar 2022

The day where we show Mum just how much we love her in the UK

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

[Mother's Day Gift Ideas](#)

British Summer Time Begins

27th Mar 2022

Remember the clocks go forward 1 hour at 1am today

Do we really understand how to use the new Smart Motorways?

Suzi Perry and Ortis Deley have teamed up to urge drivers to get a better understanding of smart motorways. The TV presenters are working with National Highways to produce helpful and practical videos and clips



featuring advice and information about using the roads. Footage shows the pair driving on sections of smart motorway, discussing the differences from conventional motorways and explaining how technology is used to keep traffic moving and motorists as safe as possible. Suzi and Ortis describe how signs and signals give motorists information about the road ahead, including possible obstructions in the road. They also talk about technology being rolled out across the country to detect vehicles that have stopped

in live traffic lanes. They explain what to do in an emergency and also describe Red X signs, emergency areas, how all lane running sections of motorway operate and the use of variable speed limits to reduce congestion. Suzi, who fronts BT Sport's coverage of MotoGP, said:

“Every driver gets better with more experience and more knowledge about the roads they use. These videos are a quick and easy guide to how smart motorways operate.”

Ortis, a star of Channel 5's *The Gadget Show*, said:

“Smart motorways aim to reduce congestion for millions of motorists. Learning how to use them safely is a great way to contribute to road safety. I'd advise anyone who uses the roads to watch the videos to ensure they know the best course of action in the rare event they break down on their journey.”

The videos have been posted on the [Driving on Motorways](#) section of the National Highways website.

National Highways Customer Service Director Mel Clarke said:

“Everyone can learn to be a better and safer driver. We're investing hundreds of millions of pounds to make England's motorways and major A-roads even safer and we can all play our part by making sure we and our loved ones know how to use the network safely.”

Videos and clips of Suzi and Ortis are being posted on the Facebook, Twitter and LinkedIn channels of National Highways, providing information on how a smart motorway works as an overall system and how to drive safely on a smart motorway.

Updated Highway Code rules which came into effect in September 2021 include clearer advice on where to stop in an emergency. Further information on motorway driving can be found here: <https://highwaysengland.co.uk/road-safety/driving-on-motorways/>. For advice on what to do in the event of a breakdown visit: <https://highwaysengland.co.uk/road-safety/breakdowns/>.



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



20% Discount on Advanced Driver & Rider courses with:
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Now rider and driver groups are permitted to resume, as a current member of any of the above groups, you will receive a 20% discount when you sign up to an Advanced Driver or Rider Course in Lincolnshire.
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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



ON PASSING YOUR ADVANCED DRIVING COURSE





Tesla investigated over 'phantom braking' problem

I located this article on the 18th February on the BBC website when it was one day old. To be perfectly honest, I found it quite alarming as I have seen quite a few Tesla cars in our area and beyond, and although this is currently in America, for those who *do* have a Tesla car, I think this article should ring alarm bells. It's certainly made me more aware of what could potentially happen even when driving at a safe distance behind a Tesla but hopefully the cars in question will be recalled sooner rather than later before a serious accident occurs. So please be sure to look out for the familiar Tesla Logo shown above and be mindful of the following article.

The US government is investigating reports of Tesla cars braking unexpectedly on motorways. The so-called "phantom braking" problem is being looked at by US regulator the National Highway Traffic Safety Administration (NHTSA). It received 354 complaints in the past nine months and its investigation will cover approximately 416,000 **Tesla Model 3** (as shown below) and **Model Y** vehicles from 2021-22.

Drivers say the issue occurs using the Autopilot driver assistance system.

The feature gives the vehicle control over some elements of braking and steering when driving, although it is not a substitute for a human driver.

Despite the name, Tesla recommends drivers remain vigilant and supervise their vehicle, noting the Autopilot ADAS system "does not make the vehicle autonomous".

Tesla is currently under investigation by the NHTSA over two other matters. The first of which was discussed in a previous edition of the SAGAM Newsletter.

In December 2021, [it disabled its Passenger Play feature](#) feature that allowed games to be played on its touchscreen while the car is in motion, leading to an open investigation covering an estimated 580,000 vehicles. And last August, the NHTSA started to look into the role of the [Autopilot system](#) in 11 crashes involving emergency vehicles, covering approximately 765,000 Tesla cars.

The NHTSA's Office of Defects Investigation (ODI) has begun a "preliminary evaluation" into Tesla over the complaints. This is the stage before the agency could officially issue a recall of the vehicles.

The NHTSA says there have been no crashes, injuries or fatalities as a result of the incidents.

"The complaints allege that while utilising the ADAS features including adaptive cruise control, the vehicle unexpectedly applies its brakes while driving at highway speeds. Complainants report that the rapid deceleration can occur without warning, at random, and often repeatedly in a single drive cycle. ODI is opening this preliminary evaluation to determine the scope and severity of the potential problem and to fully assess the potential safety-related issues."

The NHTSA makes customer complaints publicly available on its website, so consumers can compare vehicle safety. In one complaint from 11 February 2022, the driver says:

"Heavy braking occurs for no apparent reason and with no warning, resulting in several near misses for rear end collisions... this issue has occurred dozens of times during my five months and 10,000-mile ownership."

In another dated 3 February 2022, the user complains of

"phantom braking for no apparent reason", stating that their car "suddenly decelerated from 73mph down to 59mph in two seconds".

The BBC has approached Tesla for comment which if received, will be published in a subsequent SAGAM edition.



Local councils could enforce minor traffic offences instead of police

Motorists could be fined up to £70 by local councils for minor motoring offences. For example, stopping in yellow cross hatching and driving in cycle lanes. Before the rule change, the police were responsible for issuing these fines.

This is the first time that councils outside of London and Cardiff have been allowed to issue penalty charges for these types of offences.

Councils will be able to apply for this in England and Wales.

All motorists banned from parking on pavements

Councils in England and Wales could have the power to issue fines for motorists that park on the pavement.

The new rules could mean that councils UK wide could issue £70 fines for pavement parkers.

It's already illegal to park on the pavement in London and some other parts of the UK. Scotland's [ban on pavement parking](#) should come into effect from 2023.

The government is still consulting on the pavement parking ban, but reports say that the decision in England and Wales could be made sometime this year.

Speed limiters from 6 July 2022

In 2022, speed limiters will be mandatory in all new cars.

The speed limiter – known as an Intelligent Speed Assistant system (ISA) – alerts drivers if they're going too fast. If the driver doesn't slow their speed the car will intervene.

Drivers can override the speed limiter circumstances, for example if you're overtaking. For more information, take a look at our guide on mandatory [speed limiters for 2022](#).

Above article very kindly supplied by Bryan Woods via Terry Heath

Laughter is Defiantly the Best Medicine.....

Where did Napoleon keep his Armies? - In his Sleeve!



A limbo champion walked into a bar - He was disqualified!!

What's a ducks favourite snack? - Cheese and Quackers!!!



A clown went to his boss and to for a raise - His boss said you've been working for me for over 20 years but this is the first time you've made me laugh!!!!

I once saw a camel with no humps - His name was Humphrey



An important message from our Chairman

A few weeks ago I had to attend a zoom meeting with IAMRS managers and a number of other group chairs. The main topic of discussion was Complaints procedure! All sorts of scenarios were looked at and ideas banded about, purely as a learning curve for the chair persons. I have to say that some of us felt it was a bit like teaching granny to suck eggs as the saying goes. In all fairness though, I think we all learned quite a lot from it.

The end product was that all groups had to re assess their complaints procedure. The good news is that our policy, which has been in operation for some time fitted right in the middle of their parameters for a complaints policy.

So I was very happy with that. My very grateful thanks go to Ian Greenbeck who created our policy and saw it through to completion.

So here it is, have a good look at it and the corresponding Flow Chart, and see what you think.

We would welcome any comments.

Complaints Policy

Scunthorpe and Grimsby Advanced Motorists have a responsibility to ensure that any complaints received are responded to and dealt with in a fair and unbiased way and in a timely manner, (target been 14 days but Maximum of 28 days).

This policy sets out how this is achieved.

Aims of The Complaints Policy

The aims of the policy are to ensure that the Scunthorpe and Grimsby Group has a workable and effective complaints process that is flexible and responsive to the needs of individual complainants.

The policy will ensure that:

- Complainants are listened to and treated with courtesy, empathy and fairness
- Complainants are kept informed of the progress and outcome of investigations into their complaint
- Apologies are given where appropriate
- Action to rectify the cause of the complaint is identified, implemented, and reviewed
- The Group ensures any learnings are documented and changes made as required
- The complaints handling procedure complies with confidentiality and data protection policies (see separate Policy)

The Scunthorpe and Grimsby Advanced Motorists Committee members will be familiar with the complaints handling process

This includes details of how customers and group members can make complaints and to whom

In the first instance the member designated to handle a complaint is the Secretary (See e-mail address on the Group website) who will log the complaint and ensure that the complainant has supplied full details

The Chairman is then responsible for the Group response and administration but may delegate some or all tasks to other committee members.

The Chairman is responsible for:

- Ensuring action is taken to address issues raised in complaints and, where appropriate, identifying improvements to processes and procedures
- Ensuring Group members are aware of, and understand, the Complaints Policy
- Keeping the complainant informed as to progress and resolution of their complaint
- Ensuring all complaints have been logged
- Identifying improvements to processes and procedures

Receiving a Complaint

The Secretary will ensure the complainant has provided full details of the complaint, preferably in writing in an email or letter.

See Flow Chart Appendix 1 on page 22

Response times are especially important to any Complaint and the following should be adhered to.

Send an acknowledgement within 24 hours (if e-mailed) or 7 working days (if posted due to e-mail being unavailable)

Response in writing within 14 working days of the complaint.

Allocated Group committee member will contact the complainant via telephone within 2 working days after the acknowledgement receipt, if any more details are required to carry out the investigation of the complaint.

The Group Committee member / Investigating Team.

The investigation Team will

- Ensure the complainant is responded to within the defined timescales
- Maintain an accurate record (with dates) of all communications with the complainant
- Document the original complaint and other relevant information
- Document the issues considered
- Document decisions or actions taken.
- Review at a given Period.

Complaint Escalation

The complainant will be advised that their final point of escalation is IAM RoadSmart.

Should the complainant remain dissatisfied with the outcome of their complaint, as per the local Group investigation and decision, the Complainant will be informed that if they wish they can appeal the groups decision via the IAM RoadSmart Policy.

All escalations must be notified to the Area Service Delivery Manager.

Date 14/05/2021

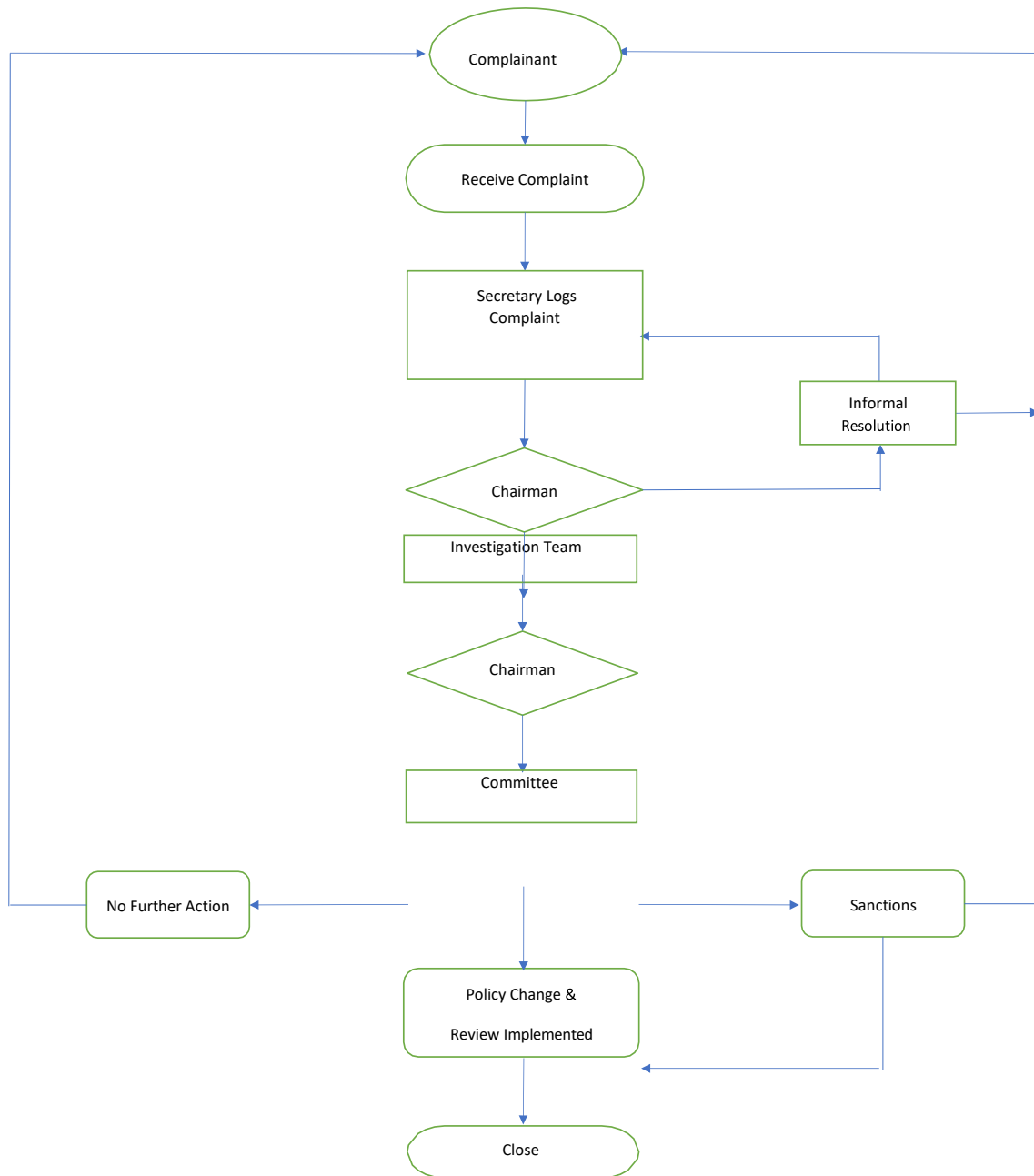
Issue 1

Revision 1

See Flow Chart on next page

Scunthorpe and Grimsby Advanced Motorists

Group Complaints Policy Flow Chart



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](#)

DON'T FORGET OUR AGM ON THE 27TH APRIL 2022