

## Scunthorpe & Grimsby Advanced Motorists

Group No 7080 Charity No. 1063139 March 2023 Edition

Full members - 65; Associate members - 10; Total - 75

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**Name:** *Croft*

**Length:** *2.1mi*

**Car Days:** *Yes*

**Bike Days:** *Yes*

**County:** *Yorkshire*

**Postcode:** *DL2 2PL*

**Car -** *July 4<sup>th</sup> 2023*

**Bike -** *July 5<sup>th</sup> 2023*



**Name:** *Blyton Park*

**Length:** *1.6 mi*

**Car Days:** *Yes*

**Bike Days:** *Yes*

**County:** *Lincolnshire*

**Post Code:** *DN21 3PE*

**Car -** *21st August 2023*

**Bike -** *22<sup>nd</sup> August 2023*

For more information visit [Skills Days | IAM RoadSmart | UK Road Safety Charity.](#)

To book a place call 0300 303 1134.

## SAGAM CONTACTS & OTHER DETAILS

The Area Service Delivery Manager for the East Midlands and North Yorkshire region is  
To Be Confirmed

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### Committee Meeting Dates for 2023 are:

8<sup>th</sup> February, 8<sup>th</sup> March, 12<sup>th</sup> April, 10<sup>th</sup> May, 14<sup>th</sup> June, 12<sup>th</sup> July, 9<sup>th</sup> August, 13<sup>th</sup> September, 11<sup>th</sup> October,  
8<sup>th</sup> November, 13<sup>th</sup> December **PLEASE NOTE:** Meetings are to be held via Zoom until further notice.

Observer Team Meeting – 7<sup>th</sup> February 2023 via Zoom

### Our MDU is out on the following dates in 2023:

25<sup>th</sup> February 22<sup>nd</sup> April 17<sup>th</sup> June 12<sup>th</sup> August 7<sup>th</sup> October

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

### OBSERVER TRAINER/CHIEF OBSERVER

Paul Cassell

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[cassell.10@btinternet.com](mailto:cassell.10@btinternet.com)

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John Wigmore

07751 608 127

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 2023 Social Meetings: Redbourne Club, Scunthorpe

February 22<sup>nd</sup> - Speaker – Tim Stanley

April 26<sup>th</sup> June 28<sup>th</sup>

August 23<sup>rd</sup> October 25<sup>th</sup>.

### NEXT ISSUE

March 2023

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

[publicity@scunthorpegrimsbyadvancedmotorists.org](mailto:publicity@scunthorpegrimsbyadvancedmotorists.org)

no later than

15<sup>th</sup> March please.

### Scunthorpe & Grimsby Advanced Motorists

Find us here:



[WEBSITE](#)



Scunthorpe and Grimsby  
Advanced Motorists



@SAGAM

*Hello!!*

*Well, looking at the calendar in this edition, there's loads going on from St. Davids Day, to Food Waste Action Week, from Red Nose Day to Shakespeare Day and to Wear a Hat Day which raises awareness of Brain Tumour Research. Mother's Day (which is of course extremely important) is in-between as is the beginning of British Summer Time! So all in all, there's plenty to keep us going this month. There's a short article on windscreens which I found extremely interesting; you might know what the black rim around the glass is already but if not, have a look. Oh and if you couldn't find the missing word in last months word search, it was.....send! Ok, so I'll shut up now and let you get into the newsletter.....enjoy! 😊*



### **Chairman's Chatter**

Hello again folks, here we are again and another month gone whistling by.

February saw our first social meeting come and go and it was a brilliant meeting! Tim Stanley our area examiner, gave us a fantastic evening by explaining just what he looks for on test! He also answered many questions about what to do at a "serious RTC". There was lots of explanations regarding questions asked, and lots of good tips as well! There was a very good turnout and we had some really great interaction from the audience which always makes it much more interesting. All things considered, a great start to our social calendar.

The next meeting is in April, which is our AGM. This is a necessary part of our being, but doesn't usually take long. Then we have our guest speaker John Cameron who is a senior air traffic controller at Humberside Airport. John entertained us some time ago and is always great for finding new things to show us in the world of aviation. There also may be a surprise for us all at the meeting. Can't say any more at this stage though.....

In June, our new area service delivery manager Steve Ellis will be enlightening us all about his new role. Steve is taking over after the sad passing of Pete Serhatlic. In August our guests will be from Safer Roads Humber, who we have a close liaison with in relation to the young drivers scheme. The last social of the year will be of course the Barrie Heath Quiz and this is always a good laugh, which is exactly what it was intended to be; fun and light hearted. Oh did I mention, we won last year. Helpers and supporters are always needed.

Just one other thing to mention, we now have a new banner advertising where we intend to set up camp with the MDU, so keep an eye out for it. That's your lot for now, but thanks to you all for staying with us. We need you all, because without your input we would be helpless. So please, keep supporting us.

*Kind regards,*

*Terry Heath*

*Chairman & N.O.*

*S.A.G.A.M*

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*M 07831 377 171*

### **Observer Team News March 2023.**

Hello all SAGAM group members and Welcome to our March 2023 update.

Since our last update, we held our latest team meeting on February 7<sup>th</sup> and the following is a brief update. We have nine Observers on the team.....and six associates who are all at differing stages of progress, and separately a successful Fellows pass, which we will no doubt see confirmation of elsewhere in the newsletter. Our MDU had its first outing of the year on the 25 Februarys at Sainsbury car park, Scunthorpe. We did not sign up any new members, however a few people did ask for advice on driving matters, so the flag was shown and we've helped others along the way. So a good day was had with a few humorous moments as well. You may recall from the February update, we were looking for sites to enable us to show our presence in the Grimsby area. After various emails and phone calls, we have located a spot outside the Grimsby Garden centre, off Laceby Road. We shall be there on Saturday March 11<sup>th</sup> from approx 9:30 am until late afternoon. If you are passing by or live in the area look out for our new banner which shows that we are offering Free

Assessment Drives, so if you know anyone who might be interested please let them know. If you are an observer and would like to help or just to show some activity, please give Terry or myself either a call or an email so we can agree the best time. We shall be pleased to see you! Our contact numbers are elsewhere in the newsletter.

Progress with the transition of Local to National observers is slowly coming together and I shall be contacting team members soon to get things moving.

That's it for now, however if you need any advice on driving matters, there is always help within the team so please contact us and we'll do our best.

Meanwhile, Best wishes to all SAGAM members and safe driving.

On behalf of the Observer Team.

Paul Cassell Chief Observer.

### **SUPPORT YOUR FAMILY & FRIENDS TO BECOME AN ADVANCED DRIVER**

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

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

Cheques should be made payable to: IAM RoadSmart

For more information contact: Terry Heath on:  
01652 655601 or visit our website

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

**Tell your friends and family now, for them to take advantage of our current offer  
at the subsidised price of £95.00**

# Welcome

to  
our new member;

**HARRY FELSTEAD-SOLLEY**

and

## Congratulations

to

**RICHARD PIDD**

On passing his Fellows Renewal



Summer holidays are on our minds so why not take advantage of the offers below....

**AIRPORT PARKING & HOTELS:** Save up to 15% on airport parking



Established in 1980, APH – Airport Parking & Hotels Ltd – is one of the largest providers of airport parking and has won the coveted award for ‘Best Airport Parking Provider’ at the British Travel Awards for the last 11 years. It owns and acts as a booking agent for over 150 other parking options at airports throughout the UK.

**Airport Parking & Hotels**

Choose the type of parking that suits your needs when you’re flying away for business or pleasure: try on-airport parking for convenience; off-airport parking for value; or Meet & Greet for the VIP touch.

As an IAM RoadSmart member you automatically receive the following discounts off parking, hotels and lounges at airports throughout the UK:

- Up to 15% off car parks at airports throughout the UK
- Up to 10% off airport hotel and parking packages
- Up to 10% off airport lounge

Redeeming your offer;

To book online, simply go to [www.partners.aph.com/iam](http://www.partners.aph.com/iam). The prices shown will have the relevant discount automatically applied.

**TERMS AND CONDITIONS:** Standard Terms and Conditions apply. See [www.partners.aph.com/iam/terms-and-conditions](http://www.partners.aph.com/iam/terms-and-conditions). Offer open ended. \* New, Personal based Roadside only on a monthly contract.



*We’ve heard there is bad weather coming in the next few weeks but the IAM have given us some tips to prepare for the warmer weather*

**Clean your car seats** - Whether leather or fabric, a winter of dirt and muck means they’ll need a good vacuum and wipe down. If they’re made of leather then finish off with a coating of leather polish.

**Wipe off your lights** - Dirt and salt can accumulate on exterior lights and cause dimming, so give them all a thorough wiping.

**Dust your air vents** - Use a paint brush to flick out dust from your air vents, then get your vacuum to clean up the dust and debris.

**Clean your windscreen wipers** - Use vinegar on a soft cloth to get rid of any muck that’s built up on your wipers – this will also help to keep your windscreen looking pristine.

**De-clutter the car** - Go through the entire car, including boots, glovebox and pockets to get rid of any litter and unwanted items that have ended up in there over winter.

## Protection from Theft

*No doubt, we all have mobile phones these days but do you know how to protect yourself from the information on your phone being stolen as well as the phone itself being taken? Read on for information from **POLICE.UK** regarding the statistics for mobile phone theft and some really good hints and tips on how to protect yourself.*

**POLICE.UK** states that mobile phones are still the most commonly stolen item in a robbery. This is largely because it's hard to be discreet when using one, which means you're more likely to attract a thief's attention. According to the most recent ONS data, 'theft from the person' is on the rise, and this is partly driven by mobile phones. They're an easy target for 'stealth' and 'snatch' theft attempts; with many criminals either taking them from back pockets or handbags, or grabbing them from the user's hand.

### **Stealth stealing – the criminal's favourite**

Of the two methods, 'stealth' stealing is still the most prevalent form of smartphone theft. Sneaky thieving from the person accounts for 50 to 60% of cases. By contrast, snatch thefts only account for 10 to 20%. However, that doesn't mean that you shouldn't protect yourself against this type of crime. This is especially the case if you're using your phone on a busy street, for example, where a criminal can easily grab the device from your hand while you're talking.

### **How prevalent is phone theft?**

A 2014 Home Office Report suggested that, although it still happens fairly regularly, mobile phone theft has decreased since 2013 and suggested that this is due to improvements to smartphone security, which serves as a deterrent to thieves. However, the most recent 2019 statistics from the BBC show that robberies have been on the rise in England and Wales, which is due to an increase in the wide use of smartphones, along with cuts to police patrols. Although there aren't any concrete figures for 2018 or 2019, one report dating back to 2017 estimated that around 183 phones were stolen each day in the UK. That amounts to 67,000 a year. It's believed that the actual figures could be far higher than this, as many people don't bother to report the theft, and simply take it on the chin as 'one of those things'.

Taken from Switched on Insurance Blog

### **How to protect yourself**

- Don't leave your phone, iPad, tablet or camera unattended, out of your sight, or left on a table. Thieves can grab an unattended phone in seconds.
- Be aware of your surroundings and only use your mobile when it feels safe to do so.
- When you've finished using it, put it away.

### **Things to do now that will help if your phone gets stolen:**

- Secure your phone by using your phone's security features to stop someone using your phone if it's stolen.
- Choose a strong PIN, passcode, password or pattern.
- Get your IMEI number by typing \*#06# on your phone keypad. Keep a note of it somewhere other than on your phone. The IMEI can help track the phone down if it's lost or stolen.
- Use a tracking app so you can see where it is from another device like a laptop. Use it as soon as possible, before thieves have a chance to disable it.
- Turn off message previews so that thieves won't see any messages about reset or login codes when your phone is locked.
- Make sure you can still access your data

### **Make sure:**

- Your phone data is regularly being backed up, either automatically over Wi-Fi or by plugging it into a computer
- There's somewhere else you can get access codes sent to (two-factor authentication codes) to access your data from another device
- You keep important information like family and friends' phone numbers and passwords somewhere else secure, not just on your phone

Taken from Humberside Police Grimsby East

## Obituary



We are saddened to have to report the death of one of our members.

In his 85<sup>th</sup> year, **Mr. D Dransfield** has sadly passed away. He was a valued member of our group since 2000 and joined after passing his Advanced Driving Course when we were the Scunthorpe Advanced Motorists Group.

We would like to send our sincere condolences to his wife and family.



**NEW!** GUESS THE LOCATION.....

Can you guess where this picture was taken? Please send to:

[publicity@scunthorpegrimsbyadvancedmotorists.org](mailto:publicity@scunthorpegrimsbyadvancedmotorists.org)



Send me your snaps and where they were taken, to put in subsequent newsletters and lets see if our members know the areas.

**WOW.....Just look at this!!**

Mont-Saint-Michel is a tidal island and mainland commune in Normandy, France. The island lies approximately one kilometre off the country's north-western coast, at the mouth of the Couesnon River near Avranches and is 7 hectares in area. The mainland part of the commune is 393 hectares in area so that the total surface of the commune is 400 hectares. As of 2019, the island had a population of 29. This photo was taken at low tide and during this time you can take a tour and admire the UNESCO-listed Mont Saint-Michel from various angles on this fun hiking tour. While many travellers are just dropped off on the mount itself, you'll get to hike along the coast to Tombelaine Island. Your local guide will show you the way, and will tell you all about the history of this attraction, which is one of France's most famous.



The island was originally called Mont-Tombe but became known as Mont-Saint-Michel in the 8th century, when St. Aubert, bishop of Avranches, built an oratory there after having a vision of the archangel St. Michael. It rapidly became a pilgrimage centre, and in 966 a Benedictine abbey was built there. In 1203 it was partly burned when King [Philip II](#) of France tried to capture the mount. He compensated the monks by paying for

the construction of the monastery known as La Merveille ("The Wonder"). The island, which was fortified in 1256, resisted sieges during the [Hundred Years' War](#) between England and France (1337–1453) and the French [Wars of Religion](#) (1562–98). The monastery declined in the 18th century, and only seven monks were living there when it was dissolved during the [French Revolution](#) (1787–99). It became a state prison under [Napoleon I](#) (reigned 1804–14/15) and remained a prison until 1863. In 1874 it was classified as a historic monument and restored. The fine abbey church that towers over the island has an imposing 11th- and 12th-century Romanesque nave and an elegant choir in Flamboyant Gothic style (built 1450–1521). The tower and spire, crowned by a statue of St. Michael, were added in the 19th century. The church is built over three crypts, the oldest dating probably from Carolingian times (8th–10th century). The exterior walls of the splendid Gothic monastery La Merveille (built by 1228) combine the powerful characteristics of a military fortress and the simplicity of a religious building. The most striking sections are the refectory, with its high, narrow windows, and the magnificent cloister, with its fine sculptures. There is a panoramic view of the bay from the medieval walls (13th–15th century) on the southern and eastern sides of the mount. The houses (now mainly hotels or tourist shops) along the narrow street winding up to the abbey date in some cases to the 15th century.

*How very interesting! I must remember if I ever get to this part of France, to go to Mont-Saint-Michel and have a hiking tour. Have you already been here? Let me know at [publicity@scunthorpegrimsbyadvanceddrivers.org](mailto:publicity@scunthorpegrimsbyadvanceddrivers.org)*

*I bet this laughter applies to most of us but not necessarily in the garage.....*



*Laughter is very much the best medicine.....thanks Terry H!*

Always make sure **SOMEONE** in the relationship has good credit. That's why it's called **SIGNIFICANT** other. Sign/if/I/can't. Follow me for more marriage tips

I've found marriage to be very educational. For example, I had no idea there was a wrong way to put milk in the fridge.

**My kids and grandkids keep laughing about me losing my memory. They won't be laughing at Christmas when there's no eggs under the tree!**



And for all the lovely mums who are a part of our group.....



Info from  **Feline Hit and Runs**

Feline hit-and-runs could soon become a thing of the past if a new law were to be introduced, says the UK's leading road safety charity, IAM RoadSmart. The new law would mandate motorists that run over a cat on Britain's roads to stop, report the incident to the police and seek help from a vet.

Currently, under the Road Traffic Act (1988), drivers are required to report collisions involving animals such as dogs, horses, pigs and sheep. Cats are not protected under the same regulations, and collisions do not need to be reported. IAM RoadSmart supports parity of treatment for cats, by ensuring that they are also recognised under legislation.

IAM RoadSmart's plea comes in the wake of MPs also speaking in support of the appeal at a Petitions Committee debate on 9 January, which was prompted after an e-petition amassed 102,436 signatures. During the debate, transport minister Richard Holden acknowledged the "heartbreak caused by the loss of pets".

The charity, Cats Protection, estimates that there are 11 million owned cats in the UK, with just over one in four households (26 per cent) owning a cat. But tragically, a 2022 UK Parliament motion heard that approximately 230,000 cats are hit by cars every year, averaging 630 every day. The research, conducted by insurers PetPlan, also claimed that kittens are most at risk, with half of all cats hit by vehicles being aged between seven months and two years.

**IAM RoadSmart supports the proposed regulation changes as it could help keep all road users, as well as cats, safer on UK roads.**

Neil Greig, Director of Policy and Research at IAM RoadSmart, commented:

"Drivers are required by law to stop and report incidents where they have hit a dog, and we have witnessed cars either drive slow and with extreme caution, or stop, when a dog has run loose into the road. However, the same level of care is rarely observed when a cat runs out – perhaps because the driver knows that, legally, they do not have to stop. But if a law requiring drivers to stop if they hit a cat were to be brought in, we believe it could strengthen driver vigilance and responsibility overall - meaning the benefits of the legislation will stretch far beyond the protection of cats."

Mandy Hobbis, Co-Founder of Cats Matter, the feline road traffic accident group, added:

"Updating this law simply boils down to minimising suffering and saving cats' lives. Thankfully, many drivers already do the right thing and stop their vehicle to tend to a cat they have run over, regardless of the legislation being in place. However, there are also drivers who sadly need the threat of punishment to act in such circumstances. It simply can't be right that drivers can hit a cat and legally leave them alone, scared, or worse, left to die. Like dogs, cats are loved members of the family for millions of households up and down the country, so we see no reason why sad instances of the nation's beloved cats being run over on the road should not be treated in the same way."

# SCRUMMY yummy

SANDWICH SHOP

278, Pelham Road, Immingham, North East Lincolnshire



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.



Why not come and try us for yourself?  
Call 01469 577172 or have a look at our website at

[www.scrummyyummy.net](http://www.scrummyyummy.net)



**Mmmmmmm....Have you been Scrummy'd yet?**

**Did You Know? – Many motorists only just learning the purpose of those little dots around their car windscreens**



The black dots around the edge are there for a very important reason and not just decoration. Have you ever wondered what they are on your windscreen are for? Many people may not have even noticed them.

But it turns out they have an important purpose. And, without them, driving would be extremely dangerous.

A statement on Autoglaze reads: "The black dots, or dot matrix, actually help distribute temperature evenly to lessen optical distortion or lensing. This happens when the frit band (the solid black one) heats up much faster than the windscreen's glass, creating an optical distortion that makes either straight lines look curved or bowed inwards toward the centre.

"Those 'gradually sinking' black dots help lessen this phenomenon by dissipating the heat and spreading it out evenly." But this isn't their only purpose as they also help "preserve the urethane sealant used to bond the glass to the frame", meaning your windscreen stays firmly glued in to place.

"They serve as a contact point between the glass and car frame," Autoglaze added. "They create etches on the surface, making them rougher so the adhesive can stick better to the glass."

The statement continued: "Frits are also there for aesthetic purposes. If you look closely, the contrast between the dark band and the transparent glass can look too obvious even when viewed from afar.

"Creating a halftone pattern or dot-matrix allows a gradual decrease in size, making the transition much more subtle and easier on the eyes."

Commenting on the explanation, one person said: " That is brilliant and simple. So simple that it isn't believable but so believable that it can't be that simple!"

*Did you know what they were for? – Please let me know your thoughts on this article by contacting [publicity@scunthorpegrimsbyadvanceddrivers.org](mailto:publicity@scunthorpegrimsbyadvanceddrivers.org)*

## *A little bit of what you fancy for Mother's Day - Mango Cheesecake*

A sweet and tropical mango cheesecake that doesn't need baking, just a long chill in the fridge. It is important to use tinned alphonso mango purée in the cheesecake filling as it has a perfectly sweet flavour and silky-smooth texture. You will need a 20cm/8in springform cake tin.

### Ingredients

- 2 tsp sunflower oil, for greasing
- 180g/6¼oz digestive biscuits
- 90g/3¼oz unsalted butter, melted
- ½ tsp ground cinnamon
- ¼ tsp ground cardamom
- 75g/2¾oz white chocolate, roughly chopped
- 3 leaves platinum grade leaf gelatine
- 350g/12oz full-fat cream cheese
- 75g/2¾oz caster sugar
- 1 tsp vanilla bean paste
- 1 unwaxed lime, finely grated zest only
- 300g tin alphonso mango purée
- 150ml/¼ pint double cream

### To decorate

- 1 leaf platinum grade leaf gelatine
- 150g/5½oz mango purée
- 1 unwaxed lime, juice only
- 1 large ripe mango, peeled and thinly sliced



### Method

1. Grease and line a 20cm/8in springform tin with baking paper. Then crush the biscuits in a freezer bag and bash with a rolling pin until they are reduced to sand-like crumbs – alternatively pulse the biscuits in a food processor. Pour the melted butter into a mixing bowl, add the biscuit crumbs, cinnamon and cardamom and mix to thoroughly combine. Firmly press the crumbs into the base of the prepared tin and flatten into an even layer using the back of spoon or base of a flat-bottomed glass. Chill for 30 minutes while you prepare the filling.
2. Melt the white chocolate in a heatproof bowl over a saucepan of barely simmering water, remove from the heat and leave to cool slightly. Soak the gelatine leaves in a bowl of cold water for 5 minutes until soft and floppy. In a large mixing bowl, beat together the cream cheese, caster sugar, vanilla and lime zest until smooth and creamy. Add the mango purée, melted white chocolate and half of the double cream and whisk until smooth and thoroughly combined. Heat the remaining cream until just boiling (either in a heat-proof jug in the microwave or a small saucepan over a medium heat). Drain the gelatine leaves, squeezing out any excess water, add to the hot cream and whisk until melted. Pour into the cheesecake mixture and whisk to combine. Then spoon the mixture onto the chilled biscuit base, spread level and tap the tin on the work surface to knock out any large air bubbles. Cover and chill for at least 4 hours, but preferably overnight, until set.
3. To make the topping, soak the gelatine leaf in cold water for 5 minutes until soft and floppy. Pour half of the mango purée into a bowl, add the lime juice and 2 tablespoons cold water. Heat the remaining mango purée until just below boiling and remove from the heat. Drain the gelatine, squeeze out any excess water and add to the hot purée. Whisk until the gelatine has melted and then add the purée and lime mixture. Whisk to combine and then pour over the top of the cheesecake in an even layer. Return to the fridge for a further 30 minutes–1 hour until set.
4. Carefully remove the cheesecake from the tin and peel off the baking paper. Arrange the mango slices on top and serve

Preparation time: Overnight    Cooking time: less than 10 mins

Serves: 8



## Caught my Eye – Rimac Nevera



*I've never heard of this car or the makers but I'm sure there will be many who have. I must say, it's very aesthetically pleasing although it looks a little too low for me and I can looking at it, I can imagine that the road imperfections will be felt much more than in a conventional car. This car is both hi spec, hi tech and hi everything else and having read the review, I'm not sure I would like to own one – Let's see what Top Gear thinks of it.....*

### WHAT IS IT?

Legacy automotive is doing its best as the electric revolution gathers serious momentum but from the land of Tesla – Nikola that is, not Elon Musk's outfit – comes a company whose new car turns everything you thought you knew about hyper cars on its head. Should you still be clinging to the notion that EVs are somehow missing something, prepare to be converted. Forever.

You'll have heard of Croatian upstart **Rimac**, of course, and if you read TopGear.com regularly you'll be acquainted with the company's [CEO and founder, Mate Rimac](#). As with the likes of Steve Jobs, Mark Zuckerberg, Jeff Bezos and yer man Musk, a certain cult of personality has grown up around Mate, partly because the internet likes that sort of thing, but mainly down to the fact that he has a brain the size of a planet and doesn't stop until the ideas ping-ponging around his head are made real.

### LIKE THIS CAR?

Yep. The new Nevera, formerly known as the C\_Two, is a machine that aims for the stratosphere despite hailing from a country with precisely zero indigenous car industry and a population of four million.

Let's just run through the headline facts. Naming a car is always tricky and Nevera doesn't entirely work in the English language, but a *nevera* is an electrically charged storm that whips up unexpectedly off the Mediterranean and can pummel the Croatian coast at speeds of up to 155mph. Appropriate, then, if somewhat more leisurely than its new four-wheeled namesake.

The car's architecture encompasses a 6,960-cell, 120kWh Lithium/Manganese/Nickel battery pack in an H



shape along the spine and behind the cockpit. There are four surface-mounted permanent magnet motors driving each wheel individually, the most advanced torque vectoring ever achieved and a power output equivalent to 1,888bhp and 1,740lb ft of torque. (If it sounds similar to the Pininfarina Battista's set-up, that's because it is – Rimac supplies Pininfarina, amongst others, including Aston Martin, Ferrari, Hyundai, Koenigsegg and Porsche). A pair of single-speed gearboxes are connected to the front and rear wheels. The

Nevera has a range of 340 miles WLTP and hooked up to a 500 kW charger takes 19 minutes to go from zero to an 80 per cent state of charge.

### TOP SPEED, PLEASE...

It is said to be 258mph, but Rimac's chief test driver Miro Zrnčević admits to us that despite a highly rigorous test programme, they haven't quite got there yet. What we do know is that it accelerates to 60mph in 1.85 seconds, 100mph in 4.3secs, and demolishes the quarter mile from a standing start in 8.6secs. Oh, and 186mph is dusted in 9.3 seconds, which makes the Nevera marginally faster than a contemporary F1 car. Consider that it weighs 2,150kg and you get some idea how utterly nuts the physics are here. It also makes you wonder how on earth that mass can be properly constrained, but we'll come to that shortly. Rimac plans to make 150 units with prices starting from £1.7m. This is pretty punchy stuff from a guy whose first family home didn't have running water or mains electricity, and whose initial foray into the business came when

he fitted an EV powertrain into a rather shaggy E30 BMW 3 series. That was in 2008. When I interviewed him in early 2019 Rimac had 500 employees. Now there are 1,000 and the foundations will shortly be laid on a new 200,000 square-metre campus on the outskirts of Zagreb which will house 2,500 staff, with as much emphasis on education and healthcare as technology. Rimac's knowledge of batteries, inverters and e-motors is so advanced that the company develops and engineers virtually everything itself. It's also because Mate Rimac is out-pacing everyone else.



Clearly, this is where the big play is and what's attracting the investors. Yet Mate is adamant that the Nevera isn't just a pretty showcase for the company's expertise. He's absolutely committed to creating a hyper-car that can take the fight to all the established big guns: in quality and execution as well as performance, and a big chunk of his new HQ is devoted to Nevera manufacture. To paraphrase Johnny Rotten, he means it, man.

### IS THERE SCIENCE TO ITS DESIGN?

While there's a certain familiarity to the Nevera's form language, this ain't no piece of exotic vapourware.



Given the car's vast performance potential, the shape is largely dictated by aerodynamic and cooling requirements, although it does still feature Rimac's signature 'cravat' motif ahead of the rear wheel arch. See logo - left

"The neck-tie has provided a symbol of Croatian strength and identity since the 17th century," says the company's design director, Adriano Mudri, although like everything it's also functional: in this case acting as an air intake for the rear cooling systems. The Nevera's body – the diffusers, intakes, splitters and radiators – have been worked over tirelessly by an army of Computational Fluid Dynamics (CFD) experts to deliver a 34 per cent improvement in aero efficiency compared to early prototypes. The front bonnet profile, underbody flap, rear diffuser and rear wing can each move independently, and switching from a low drag mode to a high downforce setting has a profound effect: the latter increases downforce by 326 per cent. Packaging all those batteries is no mean feat, so props to all involved for delivering such an elegant looking car. Rimac wanted something that was easy to use, with a decent H-point and above average-for-a-supercar-visibility. Job done: the butterfly doors eat into the roof in a Ford GT-like manner and you don't need to be a Soviet gymnast or Yoga master to get in and out. The view ahead is clear, the car easy to place on the road, rear visibility not bad. And when you pull those doors shut they close with the resounding finality of a cell door in a Belarussian detention centre. Watch the Nevera on the move and the more you appreciate the nuances of its shape.

### WHAT'S THE VERDICT?

"The first true pure-electric hyper-car is a sensation, as is the company that makes it"

There's a lot to unpack here. This is the first true pure-electric hyper-car to land, and there's definitely a pioneering feel to the Rimac Nevera. This thing's quarter mile time blitzes the Bugatti Chiron Sport's and its pace everywhere is intergalactic. But the most powerful Internal Combustion Engine (ICE) cars generate huge character, and it's their engines and the noise they make that tend to linger longest in the memory. Even the highest of high performance can become... one-dimensional. But we're happy to report that the Nevera engages on multiple levels, and transcends the idea that its primary focus is ones, zeroes and algorithms. It feels like a car that's been engineered and developed by people who aren't just way ahead of the technological and software curve, they have an innate feeling for the hardware too.

Put all the elements together and you have a car that isn't just hugely entertaining, it also feels like a genuine milestone. Think of Rimac as a sort of techno Pagani, with as much focus on artistry as artificial intelligence. And remember that the company has a whole load of other stuff going on, too. What a trajectory these guys are on.

### WHAT IS IT LIKE TO DRIVE?

Let's just explode a myth here: fast cars aren't all about simply going fast. If that was the secret, the Rimac Nevera would be in at number one with a bullet on what older people used to call the hit parade. But we're

just as interested in the how, why and what happens along the way as we are in the end result. Except that the Nevera really is astonishingly fast.

Fast in a way that's tricky to put into words, either while you're sitting in it trying to process what the hell is happening to your mind, body and soul when you nail the throttle, or a few days later writing about it. Fast in a way that doesn't just squeeze the air from your lungs, it sends your eyeballs hurtling into the back of their sockets.

Sub three seconds to 60mph is the sort of fast that some people find rather discombobulating. Sub two would simply make the uninitiated weep. The Nevera is a highly emotional experience. It lays waste to the current hyper-car hegemony.

### HAVE YOU DRIVEN IT PROPERLY?

Our drive culminated in a drag race at a small airport somewhere in Croatia, a runway being the only possible location to experience the sort of violent thrust the Nevera is capable of. Actually doing a launch start is dead easy: select Track mode on the dash mounted – and beautifully made – rotary controller nearest your right hand, hold your foot on the brake pedal for a few seconds, then release and stand on the accelerator pedal. The next 10 or 15 seconds are simply vaporised. Time ceases to exist. It's like a science experiment. Or perhaps a magic trick. Whatever it is, I have to do it twice just to be sure. Then a third time to double-check that what happened the first two times were for real. The Nevera uses 77 separate Engine Control Units (ECU) and millions of lines of code are hustled around its body – mainframe? – in less time than you can think. I really have no idea how it all works. But what I can confirm is that off the runway and on ordinary roads the Nevera is equally convincing. This is obviously important. Drive it in one of its less aggressive modes and it does a very reasonable impression of, say, a Bentley Continental GT. It's suspended on double wishbones all round with electronically controlled dampers and active ride height, so it's tolerably comfortable at everyday speeds, if occasionally crashy over sudden surface imperfections and potholes. (See, *I told you so lol*)

### HOW DOES IT HANDLE?

The Nevera's fully electric steering is pretty well calibrated and allows you to pour the car in and out of corners with one linear motion. It's not overflowing with natural feel but then this is a dark art these days. There are seven different drive modes, **Sport** being the optimum if you're after the most engaging everyday



drive, by way of sharpened throttle, brakes, suspension, and steering. See picture left (7 modes circled).

**Range** is obviously more parsimonious with the energy, **Track** turns everything up to 11, **Custom** allows you to mix and match, while **Drift** basically sends all the torque to the rear axle if you want to kiss goodbye to your Michelin Pilot Sports. (I try that on the runway too, and it's proof that someone at Rimac, probably Mate himself, has a strong sense of humour, but also that his

software guys are mindbogglingly clever. The thing just dances)

The secret sauce here, of course, is the torque vectoring, a fiendishly complex set-up that effectively turns the Nevera into five cars in one. This sort of approach could risk a form of schizophrenia, but the result here is a remarkable bandwidth. It's called Rimac All-Wheel Torque Vectoring (R-AWTV 2) and effectively supplants regular Electronic Stability Programme (ESP) and traction control systems, working predictively and responsively to make 100 calculations per second. On a twisty mountain road, the Nevera basically summons up the sort of wieldiness you'd find in, say, the Porsche 911 Turbo, but punches out of a corner with the ferocity of something that has three times the Porsche's horsepower (which it has). This hurricane force isn't a surprise, but the agility, poise and its handling smarts are. It feels, oh, half a tonne lighter than it is, like a car with a low centre of gravity and optimum weight distribution (the battery pack weighs 700kg).

## AND HOW WELL DOES IT STOP?

Miro and his team are still finessing the braking, but it's clever stuff: an electro-hydraulic brake booster with a pedal feel simulator distributes braking force between the old-school friction brakes – 390mm Brembo carbon-ceramics front and rear – and the electric powertrain, depending on which is thermally optimal at that given moment. Another magic trick. Perhaps unsurprisingly, the Nevera offers the highest amount of regenerative braking of any EV currently on sale. It also means you can hustle along a twisty road in one-pedal mode, though the faster you go the bigger the leap of faith. There's clearly still work to be done here blending the friction stoppers with the regen, but it's not far off.

Then there's the Nevera's chassis, made entirely of carbon fibre – bonded roof, integrated battery housing and rear subframe – which gives it the torsional rigidity of an Le Mans Prototype (LMP) car. In fact, Rimac claims it's the most rigid road car ever made, and at 70,000 Nm/degree (approximately twice as stiff as the far-from-floppy and still brilliant Lamborghini Aventador), we wouldn't dispute that. There's the odd creak and groan as a result – carbon fibre can generate unusual acoustic anomalies – but mostly you're just aware of how phenomenally well-made and effective the Nevera is. Yes, the urge is there to reach for shift paddles, and the nature of the powertrain invariably removes a layer of interaction. It doesn't sizzle like a V12. But as you can imagine, the availability of almost 2,000 expertly calibrated horsepower makes up for that. And actually it sounds really good, an authentic mix of whoosh, whir and sci-fi. Not so far from a Chiron, then. Problems? The drive selector, another rotary selector sited to the left of the steering wheel, can be a little slow to respond as you move from P to D. They're working on it. The driver's seat and the central storage binnacle creak, so maybe Alcantara would be better than leather. The fact is that the Nevera's structure is so stiff they're still chasing NVH ghosts in the machine.

## WHAT IS IT LIKE ON THE INSIDE?

Rimac has nailed this part, too. Well, mostly. Once again, almost everything is proprietary, from the main infotainment system and all its software to the interior door handles, switchgear and air vents. These are all made from billet aluminium and look great. The steering wheel feels good in your hands and locates the indicators on buttons in Ferrari fashion. There are no column stalks in here. There are three high-definition Thin Film Transistor (TFT) screens, running bespoke software and graphics. The main one is configurable, displaying all the info you need plus some stuff you probably don't but is fun to have: there's a real time torque display, which shows how much each wheel is coping with, a g-meter, and various other read-outs that are difficult to process on the move. The central screen handles infotainment, phone, navigation, climate control (the Heating, Ventilation, Air Conditioning (HVAC) is the only borrowed component, and comes from the Audi R8), but it's also where you go to adjust the seats. We'd prefer to have manual adjustment.



Mate Rimac is a self-confessed data fiend so the central screen is also home to the Nevera's telemetry, which can be downloaded to a laptop or smartphone for review. Mate does this at the runway, and gleefully tells me where I was accelerating most vigorously, what mode I was in, and how much power I used: 1,580bhp apparently.

Rimac has developed its own Machine-to-Machine (M2M) data system to allow owners to analyse driving performance, metrics and map previews on all the usual platforms, and there will be over-the-air updates as and when. On top of all this, there's also an AI driver coach, which uses the car's 12 ultrasonic sensors, 13 cameras, and six radar hooked up to the latest NVIDIA (Nvidia Corporation: an American multinational technology company) Pegasus operating system to overlay race circuits in real-time to allow drivers to work on the perfect line, and braking and acceleration points. It's a Rimac spin on the car's level four autonomy capability. I doubt there's a more connected hyper-car than this. But it also has its analogue moments. The main drive controller is in billet aluminium, as is the drive mode selector and a third that allows you to adjust the torque load and distribution. Mate says he isn't happy with their haptics and the action is still a bit clonky.

This is a pre-production car, of course, but I'd still take analogue clonkiness over the pervading touchscreen tyranny any day.

### WHAT SHOULD I BE PAYING?

If you're signing up for a **£1.7m electric hyper-car**, you'll get its maker's undivided attention. You're probably also prepared to go along for the ride: F1 world champion turned self-styled 'eco entrepreneur' Nico Rosberg has ordered one. Choose between GT, Signature or Timeless specifications, or more likely go bespoke.

Clients headed to Croatia in the days following TopGear.com to try the pre-series cars we got to experience, and Rimac has established a global dealer network in 19 sites worldwide. The company plans to make 50 cars per year, for the next three years.

Given the focus on its colossal performance, it's easy to forget that this is a **zero-emission** (at the tail-pipe) car. After, erm, enjoying ourselves on the test route, we figured we'd better switch to range mode and rein things in a bit to make our destination. But even at a reduced pace, the Nevera is still highly entertaining, a consummate GT. And we made it with 60 miles still showing on the range read-out.

Storage space is limited to 100 litres behind the cockpit, above the central battery pack. Soft bags only rather than suitcases.



Taken from Top Gear Review

## The Funeral of Peter Serhatlic

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The funeral of the late Peter Serhatlic was on Friday 6th Jan 2023 at 9:30 am in Mexborough South Yorkshire. It was a bitterly cold morning but clear and bright. Arriving, we saw a large gathering waiting to pay their final respects to Peter Serhatlic, our IAM Area Service Delivery Manager. On his arrival, there was an escort of 3 police motorbikes blocking off the small road leading to the local church where the service was held. Terry Heath and myself were there to represent our group along with several other advanced driver/riders representing other areas which Peter would have supported.

Peter worked long days with many of them supporting more than the car communities. We didn't take a head count but at a guess I would say that there were something like 150+ or so inside the small church both sitting and standing and possibly another 40+ who couldn't actually get in as it was absolutely full. The attendance was clearly phenomenal and everyone listened to the eulogies read out by two of his friends/professional colleagues both of whom spoke very highly of Peter throughout. I don't know the reason for his sudden death, but donations were being accepted on behalf of the British Heart Foundation, so that probably says enough. We're all only here for a very short time so if there is anything you really want to do, don't delay.....





20mph zones, areas and limits have been gaining in popularity in recent years but their overall impact on road safety is at best unclear. Schemes to reduce speed through communities are often popular with local residents but their biggest benefits are often in health and environmental improvements rather than injury reduction. Speed limits must match the road environment or drivers can become confused so getting the speed limit right promotes self-compliance and removes the need for expensive enforcement.

IAM RoadSmart recommendations:

- IAM RoadSmart do not favour a blanket approach to speed limits or a wholesale change in the urban limit from 30 to 20
- Distributor roads should always remain as 30mph or above with segregated design features for enhanced pedestrian and cycling safety.
- The key requirement of any 20mph zone must be that it is self-enforcing through signposting that makes sense or traffic calming features
- IAM RoadSmart do not support the use of speed cameras in 20mph areas but would like to see a specific retraining option available for those caught breaking the limit
- Given the low number of injuries on residential roads limited police enforcement resources must be prioritised elsewhere
- IAM RoadSmart has no wish to deny anyone the opportunity to live in a better environment with limited traffic intrusion and we would not object to 20mph limits across housing estates where average speeds are already below 30mph
- More research is needed on the long term safety performance of different approaches eg mandatory limits versus advisory, traffic calming versus sign only
- Research suggests that drivers use the clues from the environment around them to judge the correct speed. Where limits do not match the environment uncertainty and confusion are generated which can raise stress levels and provide an unwelcome distraction from safe driving and lead to a wider disrespect for limits.
- IAM RoadSmart has no objection to the relaxation of traffic order requirements to make schemes easier to implement
- Local consultation is crucial to ensure that those people who live on and use the affected roads fully understand what to expect
- Detailed design and high quality materials in traffic calming features and signposting are a basic requirement in all schemes
- Schemes must not be promoted on purely road safety grounds but in an open and honest way that shows the wider benefits to the local population.

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## We Got Mail!

## We Got Mail!

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



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## **Dates in March 2023**

### **Fairtrade Fortnight**

27th Feb to 12th Mar 2023

Fairtrade farmers, workers and campaigners up and down the country highlight the difference fair trade can make to lives and communities.

[Website](#)

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### **St. David's Day**

1st Mar 2023

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

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### **World Book Day**

2nd Mar 2023

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

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### **World Wildlife Day**

3rd Mar 2023

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.

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### **Food Waste Action Week**

6th Mar to 12th Mar 2023

A whole week of action to raising awareness of the environmental consequences of wasting food, and promoting activities that help to reduce the amount of food we waste.

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### **International Women's Day**

8th Mar 2023

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

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### **Pi Day**

14th Mar 2023

A day for celebrating the wonder of mathematics. The 14th March was chosen because the value of Pi is often taken as 3.14.

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### **Red Nose Day**

17th Mar 2023

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!

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### **St. Patrick's Day**

17th Mar 2023

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

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### **Global Recycling Day**

18th Mar 2023

A day to recognize, and celebrate, the importance recycling plays in preserving our precious primary resources and securing the future of our planet. It is a day for the world to come together and put the planet first.

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**Robot Day**

18th Mar 2023

Robot Day has been created by the Institution of Engineering and Technology to inspire and educate young people and those who are influential in their lives about STEAM careers. *(interesting to look up if you can)*

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**Mother's Day (UK)**

19th Mar 2023

Also known as Mothering Sunday, this is the day where we show Mum just how much we love her in the UK. Mothering Sunday was traditionally the day when you returned to the "Mother Church" where you were baptised.

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**World Sleep Day**

19th Mar 2023

A celebration of sleep and a call to action on important issues related to sleep, including medicine, education, social aspects and driving.

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**Shakespeare Week**

20th Mar to 26th Mar 2023

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

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**Spring Begins**

20th Mar 2023

Today is the first day of spring in the northern hemisphere, and the first day of autumn in the southern hemisphere.

– Spring Easy & Hard Wordsearches

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**World Frog Day**

20th Mar 2023

A celebration of frogs which are an important indicator of an ecosystem's health and help to keep the ecosystem balanced.

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**World Poetry Day**

21st Mar 2023

A UNESCO day to promote the reading, writing, publishing and teaching of poetry throughout the world.

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**International Day of Action for the Seals**

22nd Mar 2023

A day to promote awareness and to stop cruelty against seal populations around the world. It is also used to promote the conservation of seals and to prevent the extinction of seals due to hunting by humans.

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**World Water Day**

22nd Mar 2023

This day is about promoting the importance of water to our survival, and highlighting the 2.2 billion people living without access to safe water in the world.

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**Tolkien Day**

25th Mar 2023

Organised by The Tolkien Society, to encourage fans to celebrate and promote the life and works of J.R.R. Tolkien by reading their favourite passages from his books.

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**British Summer Time Begins**

26th Mar to 27th Mar 2023

Daylight saving begins today, so remember that the clocks go forward 1 hour at 1am in the morning

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## Piano Day

29th Mar 2023

A day for piano players and lovers to share the joy of the piano. It takes place on the 88th day of the year, for the number of keys on a piano.

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## Wear A Hat Day

31st Mar 2023

This fundraising day is in aid of Brain Tumour Research. Wear A Hat Day arrives as the culmination of weeks of awareness and campaigning as part of Brain Tumour Awareness Month.

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# WORDSEARCH



**What am I?** I am a word of six; my first three letters refer to an automobile; my last three letters refer to a household animal; my first four letters is a fish; my whole is found in your room.

**Last Months' Answer - A Pillow**

**Last but not least.....don't forget to look us up on the links below**



Group Website

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



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