Drive Smart

Scunthorpe & Grimsby Advanced Motorists

Group No 7080 Charity No. 1063139 Spring Edition
Full members – 66 Associate Members – 7 Total Members 73

INSIDE THE SPRING EDITION;

Welcome to the Spring edition of our Newsletter!

Editors Comments *- I do hope you enjoyed the festivities over Christmas and the New Year, are in good health and are now looking forward to the Easter celebrations!*

So far, this year has been pretty busy what with work, family and everything else that goes with everyday life so unfortunately our newsletter is a little late this time but nevertheless, I'm sure there will be something to interest you inside.

Members of our committee have been bevering away in the background making sure speakers for our social nights are booked and our observer team have met to discuss various things both of which I am sure you will be able to read about in the respective reports lower down.

As Easter is almost upon us, you'll find a lovely recipe for a Simnel Cake and a write up for our latest Social Night. One of our own, namely Lee Curtis gave us a brilliant evening when he presented Proactive Driving which included who he is and why he set his driving school up and issues in the training industry followed by a questions and answer session. The night was really enjoyable and I'm sure you will want to know all about it! (See page 23)

EV's are becoming really popular and I know we have several members who drive either a Hybrid or a full EV. Take a look at the article starting on page 17 to find out how they work.

Our next social night will be on the 23rd April (look out for a confirmation email) and we will have a lovely lady speaker who will tell us all about the time she won Mastermind and Countdown on the TV. See page 26 to read about our speaker for the night.

Our AGM will also be on 23rd April just before our Social Night starts. Please use the nomination form which you will find on page 26, to choose your committee (see page 4 for committee details). The form can be copied and pasted for you to fill in and sent either by email to my publicity email, or by pos to the address at the top of the form. Your input will be greatly appreciated.

So, less of the chatter (other than the Chairmans of course) and let's get reading!

Chairman's Chatter

Hi everyone, it's me again.

I'm trying to get a bit of a dialogue going between those that organise the public speakers for our social meetings. It's always difficult to know what people want to see at our meetings. So, I'm asking you all if you would please scratch your head and think about what subjects you would like us to find you. We will then try and find a speaker for that subject. I ask you if you would keep in mind that it really needs to be one that others would like to see, or at least wouldn't be repelled or offended by your suggestions.

More on the driving side, we now have a mature drivers reassessment session. Our Chief Observer Paul Cassell will furnish anyone the details required.

Another thing that I've mentioned before is that we are constantly looking for new places to put our mobile display unit! Somewhere where we might have a bit of luck and show what we're about to those that don't know. The venue needs to be a free place for us to stand. Let me know if you've any ideas please.

One more thing, we are having some new A5 size posters printed, which have all the usual points of contact on but they will also have a QR code on it, which directs anyone straight to the groups' website. We'll be trying all avenues to get these flyers out - It's a great tool and it's free! They can go in local magazines and local businesses too. Theres no limits really but again, get in touch with me if you can think where we can put them to gain more new members. Let's hope this gets well used!

Thank you so much for staying with us.

Kind regards,

Terry Heath Chairman.

S A G A M

E. terryheath@sky.com

Chief Observer Report March 2025

Hello SAGAM members and welcome to our Team News.

We are pleased to report that the Observer Team consists of 10 members, 9 of whom are now Qualified National Observers. Our 10th member, has opted to train for National Observer with another group, mainly for logistical reasons and availability of associates to train with.

We are pleased to congratulate Lee Curtis, who is our latest team member to successfully pass his National Observer assessment - Well Done Lee!!

We have five associates at present, four of whom are under training and one who is poorly - Best wishes to you all.

Our most recent Team meeting was held in February at the New Inn, Great Limber and included in our meeting was an update regarding Member Refreshment course which offers refresher training. We have had no actual response to this yet but the offer is there. (See write up in December 2025 team news.)

We also responded to IAM RS, to be part of the training for forthcoming Digital Run Sheets. However, due to high response from other groups too, we were not selected to help at this time.

Following this, we opened the floor to discussion. Various driving subjects were discussed, including Electric vehicles and timing the system of car control.

We hope this gives an insight into your Observer Team's activities and our next meeting is booked for May 2025.

For now through, we wish you all a very Happy Easter.

If you need to contact us for any driving related subjects, please don't hesitate to get in touch.

On behalf of your Observer team.

Paul Cassell,

Chief Observer,

SAGAM.

IAM RoadSmart urges action as thousands support petition for motorcyclists' access to bus lanes:

A petition calling on the Government to reconsider allowing motorcyclists default access to ride in bus lanes has gathered thousands of signatures. IAM RoadSmart supports this move.

Do you? If so, click here to sign the petition

IAM RoadSmart Director of Policy and Standards Nicholas Lyes said, "We were disappointed by the government's response to its last consultation and remain of the view that allowing motorcyclists default access to bus lanes will improve safety for some of the roads' most vulnerable users. This strength of feeling is shown by the volume of signatures on this petition, and we encourage our members and groups to also make their voices heard too."

Click on the above link to sign this petition

SAGAM CONTACTS & OTHER DETAILS

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SOCIAL MEETINGS
The following are dates for our 2025 Social Meetings @ Heslam Park Rugby Club, Ashby Road Scunthorpe DN16 2AG
April 23rd (Includes AGM); 25th June; 7th August and
22nd October
(Barry Heath Quiz Night)
PLEASE NOTE; Dates are subject to change

NEXT ISSUE
June 2025
If you have any articles, photographs or anything you feel may be of interest for the **June** edition, **please** feel free to email me at publicity@scunthorpegrimsbyadvancedmotorists.org no later than
15th June
Thank you

Scunthorpe & Grimsby Advanced Motorists
Find us here:

WEBSITE

https://www.facebook.com/groups/956009915305494/

@ANDGRIMSBY

Our MDU is out at Sainsburys in Scunthorpe on the following dates in 2025
April 9th; June 14th and August 9th
all from 09.30am to 4pm.

Committee Meeting Dates for 2025 are:
9th April 2025; 14th May 2025; 11th June 2025; 9th July 2025; 13th August 2025; 10th September 2025; 8th October 2025; 12th November 2025; 10th December 2025.
PLEASE NOTE: Meetings are held via Zoom until further notice/otherwise advised.

Observer Team Meeting Date 2025 – 6th May @ 7.30pm, New Inn, Great Limber

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

Did you know? –- BMW GROUP HYDROGEN TECHNOLOGY.

With 45 years of experience in hydrogen and more than 20 in fuel-cell technology, the BMW Group is a pioneer in alternative drive technologies. As the energy transition continues, hydrogen has tremendous potential as a fuel of the future. Storable and transportable, it can be used in all kinds of ways. So, alongside electrical battery power, sustainably sourced hydrogen offers a further potential technology for sustainable individual mobility. That's why the BMW Group is advocating not just for a better-developed charging grid but for an infrastructure of hydrogen filling stations as well.

BMW WILL LAUNCH THE FIRST HYDROGEN-POWERED PRODUCTION MODEL IN 2028.

After successfully testing the BMW iX5 Hydrogen pilot fleet worldwide, the BMW Group is now preparing for series production of vehicles with hydrogen drive systems in 2028 on the basis of the jointly developed next-generation powertrain technology. The series production models will be integrated into BMW's existing portfolio, i.e. BMW will offer an existing model in an additional hydrogen fuel cell drive system variant. As FCEV technology is another electric vehicle technology, the BMW Group explicitly views it as complementing the drive technology used by battery electric vehicles (BEV) and next to plug-in hybrid electric vehicles (PHEV) and internal combustion engines (ICE).

BMW and Toyota are leading proponents of the use of Hydrogen as a future sustainable fuel source and both are known to be developing both hydrogen and EV prototypes as it hedges its bets on which green technology becomes the choice of the woke generation in the future.

Hydrogen does seem to be the better choice. It is the most abundant element on earth, it doesn't need wind or sun to create, it offers quick refueling, it has a long range and the only emissions when you burn it is water.

Of course, you can argue that they're both EVs with the real difference being that an EV has a lithium battery that holds the power to drive the electric motors whilst a hydrogen is separated in a catalyst to create energy that of course creates electricity.

If you are worried about range anxiety in an EV, and you should due to the patchy recharging infrastructure, then the non-existing infrastructure for Hydrogen will be a real worry. BMW is not bothered about that though. They are making the assumption that if they build it, they will come.

For the BMW iX5 Hydrogen, the BMW Group developed the world's most powerful passenger-car fuel-cell system and a special, dedicated battery. Together, these two elements enable consistently high speeds and an electric output of 295 kW (401 hp) in total.

Since 2023 the BMW iX5 Hydrogen has been out on the road in various parts of the world to demonstrate the technology and test it in different weathers and terrains. Hot-weather tests have exposed the vehicles to temperatures of up to 45°C as well as sand, dust, various inclines and fluctuating levels of humidity – and they performed impressively throughout.

Hydrogen technology has also proven suitable for everyday use in extreme sub-zero temperatures, the fuel-cell drive performing just as well as a conventional combustion engine. Full system output is available within moments of the car starting, and not even the coldest conditions are enough to compromise range.

The pilot fleet is still on the road in Europe, Japan, Korea, China, the US, and the Middle East. Through the pilot fleet, the BMW Group gained essential insights for further development of the fuel cell technology, but already demonstrated the everyday usability of hydrogen-powered mobility.

THE HISTORY OF HYDROGEN: THE KEY MILESTONES.

In 1979, BMW developed the first experimental vehicle powered by liquid hydrogen, based on the BMW 5 Series 520 (E12). In the following years, additional hydrogen prototypes were built based on the BMW 7 Series (E23 and E32). In 2000, the first ever small series production of the BMW 750hL hydrogen model embarked on a World Tour. After successfully testing the BMW iX5 Hydrogen pilot fleet worldwide, the BMW Group is now preparing for series production of vehicles with hydrogen drive systems in 2028.

WORK FOR PROGRESS: TRANSFORMATION OF THE MOBILITY SECTOR.

Hydrogen technology is a new and fascinating area within the field of drive technology and combines the best of both worlds: the advantages of electric driving and zero emissions, with the added benefit of fast refuelling like conventional vehicles. This section tells you more about key details and the components that will drive future mobility – from the fundamentals through to the refuelling infrastructure.

A NEW LEVEL OF PARTNERSHIP.

A core component of the BMW iX5 Hydrogen is the fuel-cell system, which offers consistently high output of 125 kW/170 hp. The individual cells are manufactured for the BMW Group by the Toyota Motor Corporation.

In September 2024 the BMW Group and Toyota Motor Corporation take collaboration to the next level. Both companies are pooling their innovative strength and their technological capabilities to bring a new generation of fuel cell powertrain technology to the roads.

TECHNOLOGY DRIVES INNOVATION.

The drive of the BMW iX5 Hydrogen consists of an innovative combination of fuel cells delivering 125 kW/170 hp, an electric motor from the BMW Group's Gen-5 range of BMW eDrive technologies, and a specially developed battery. Together, these offer a combined output of up to 285 kW/401 hp. Underpinning the BMW X5-based hydrogen car is a framework of two hydrogen tanks, the fuel cells and the electric motor.

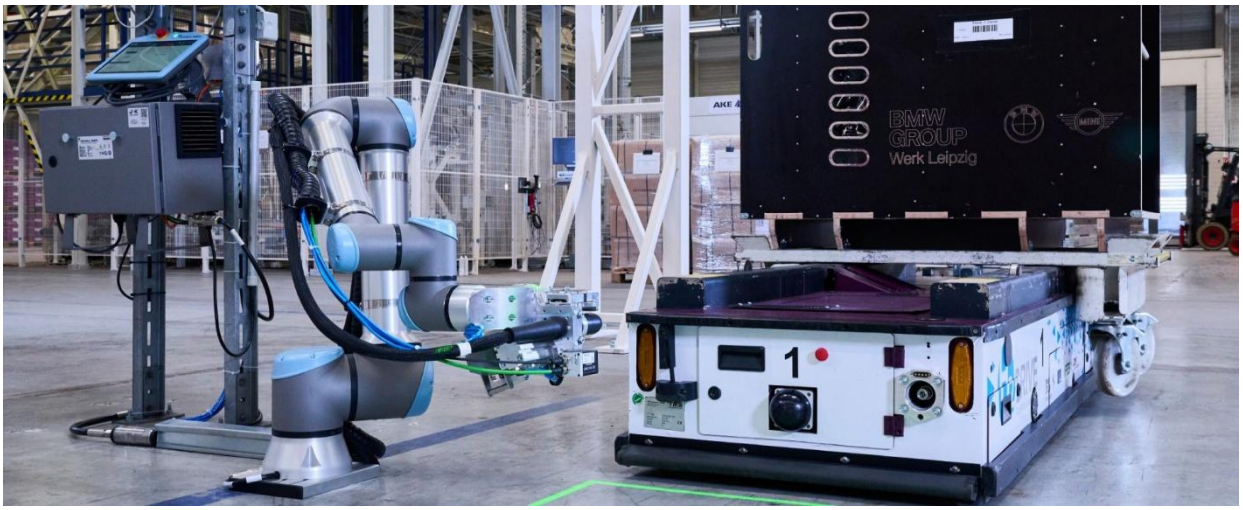
Inside the fuel cell, hydrogen from the tanks reacts with oxygen from the atmosphere to produce electricity to power the motor. The dedicated hydrogen components – including the high-revolution compressor with turbine and the high-voltage coolant pump – were also developed by the BMW Group.

THE FUTURE OF REFUELLING.

Refuelling a hydrogen car is a lot like refuelling a car with a combustion engine: filling the tank takes just three to four minutes. The two tanks in the BMW iX5 Hydrogen can hold a total of 6 kg of the gas, giving the vehicle a range of 504 km in the WLTP cycle. Compared with recharging a battery-electric car, hydrogen refuelling is faster and therefore especially useful for long-distance travellers. By trialling its pilot fleet worldwide, the BMW Group is doing much to support the development of a hydrogen fuel infrastructure to serve passenger cars as well as commercial vehicles. An international hydrogen network is a prerequisite for us to launch our offer to customers.

HYDROGEN IN PLANT.

BMW Group plant logistics has been using hydrogen for over a decade. In 2013 we erected Germany's first indoor hydrogen station – at Plant Leipzig. But we are also trialing hydrogen technology to de-carbonize transport logistics beyond the factory gates, as a partner in research projects such as H2HAUL and HyCET. Within the company, the paint-shop at Plant Leipzig is currently piloting the use of hydrogen in vehicle production.



Above article taken from; https://www.bmwgroup.com

Not Hydrogen, and still 'fuel' related but……

The UK's first public electric charging hub for lorries has opened in North Lincolnshire.

What is claimed to be the UK's first public electric charging hub for lorries is set to open in North Lincolnshire later this year.

The hub is being installed at Able Humber Port (AHP) in South Killingholme as part of a decarbonization initiative to replace existing diesel fleets.

North Lincolnshire Council granted planning consent for the project last June.

The first phase of the project is due to open in November.

The initial phase will include four high-performance charging systems powering eight bays, along with a megawatt charger powering two bays.

The site will also include a rest area providing food and drink. A second phase would then include additional chargers and more facilities.

Anja van Niersen, chief executive of the developer Milence, a joint venture between Daimler Truck, the Traton Group and the Volvo Group, said it was committed to building the largest charging network for HGVs in Europe.

"Expanding into the UK with our first charging hub in Immingham represents a significant milestone," she added.

The technology at the Immingham hub will fully charge an electric lorry in about an hour and a half, according to the Local Democracy Reporting Service.

Milence plans to open up electric route corridors for HGVs in Europe, including one between Immingham and Birmingham, and another between Liverpool and Northampton.

'Strategically located'

The company hopes to build 1,700 charging points across Europe by 2027.

Milence's CEO, Anja van Niersen, said: "This strategically located site underscores our commitment to providing reliable and accessible charging infrastructure for the growing number of electric truck operators.

"This is just the first step in our UK expansion and we are dedicated to working with all stakeholders to accelerate the shift towards a sustainable future for the transport industry."

North East Lincolnshire Council leader Philip Jackson said: "This is the first charging station for HGVs in the UK and it's great that in northern Lincolnshire, we're at the cutting edge of technology.

"This is clearly really important because it's immediately adjacent to Immingham, which is the largest port by volume in the country."

North Lincolnshire Council deputy leader Richard Hannigan said the scheme was "a wonderful innovation" and "groundbreaking".

Above article taken from the BBC News site.

IAM RoadSmart reaccredited with prestigious international ISO standard

- *Reaccreditation is a sign of the delivery of high-quality training to reduce serious injuries on our roads.*

One of the UK's leading providers of driver, rider and fleet training has successfully been reaccredited with the ISO 9001 international standard for quality management systems in recognition for its continuing high standards.

IAM RoadSmart delivered more than 2,000 advanced driver and rider courses in 2024 and is one of the leading providers of drink-drive rehabilitation courses. In addition to this, commercial and fleet operators entrusted the organisation with the delivery of 2,300 high-quality driver training courses last year through its Driving for Work scheme.

In 2023, there were more than 1,600 fatalities on UK roads and more than 15,000 collisions where the purpose of the journey was work-related. In addition to the devastation that road traffic collisions can bring to families, they are estimated to cost the UK economy up to £42bn a year.

The ISO 9001 framework ensures that organisations meet customer and regulatory requirements and enhances customer satisfaction. It is also recognition that IAM RoadSmart consistently delivers high-quality products and services.

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 home-made 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 and we believe that we still are!!

Why not come and try us for yourself?
Call 01469 577173

Mmmm….Have you been Scrummy'd yet?

SKILLS DAYS

***IAM RoadSmart Skills Days allow drivers and* riders, using their own car or motorcycle, the chance to develop their skills with qualified instructors, using five iconic racing circuits as a classroom.**

The sessions are open to both IAM RoadSmart members and the general public, allowing attendees a rare chance to learn precision driving and riding techniques on a racing circuit, and to develop new skills that they can use when back on public roads.

Drivers and riders will either work one-to-one with an instructor, or as part of a small group, and will be given the opportunity to put their new knowledge to practice on a track.

Croft
Length; 2.1 mi
Car Days; – Yes
Bike Days; – Yes
County; - Yorkshire

Mallory Park
Length; 1.4 mi
Car Days; – No
Bike Days; Yes
County; Leicestershire

Use your membership number to access the IAM Members site to book your place

The Unsung Heros Working in Digital Forensics

Our digital forensics team have a vast array of specialist skills which help officers from across all areas of policing catch criminals and put dangerous offenders who have targeted some of the most vulnerable members of our community behind bars.

Using their skills, trained to treat each and every electronic device like it is its very own crime scene whether that be phones, computers, tablets, satnavs, games consoles, you name it, our expert team of digital forensics experts have probably examined it.

Experts in their field, the team made up of police officers and police staff have gained a wealth of experience and knowledge to be able to know exactly what it is they are looking for when it comes to examining devices seized as a part of ongoing investigations.

Beth**,** an experienced digital forensic analyst**,** has worked in our digital forensics team for six years having previously worked as IT technician in the private sector said: "When I studied my degree in Computing, if you'd have asked me then where I would end up in my career, I would have never though it would be as an Analyst in Digital Forensics for the police.

"On a weekly basis I will be assigned a number of different investigations and working alongside the team, my role is to examine the mobile phone devices as well as tablets.

"As a part of the examination, working alongside the officer leading the investigation I will analyse data in line with the investigation strategy. This can include call data, text/chat messages, web browsing history and the images and videos they have stored on the device."

Whilst Beth works across all areas of policing, a lot of the investigations she focuses on generally involve our Police Online Investigation Team whose main role is to investigate those committing offences online against children.

Beth continued: "Each day is completely different because each investigation is so varied and you really never know what you're going to come across on somebody's device, that is why I always do everything I can to look at the bigger picture and approach everything with an open mind when I'm conducting an examination.

"Working with the Police Online Investigation Team as a part of their investigations, once we have received devices, depending on how many exhibits have been seized by officers from the suspects, these can sometimes take days or even weeks to analyse.

"Whilst it can be a difficult part of the job assisting in grading the severity of the indecent illegal images we find on devices, the job is made easier knowing that we are contributing to potentially safeguard children, not just across our force area but also working with other forces across the country.

"One investigation that I assisted with that will always stay with me was a man who'd been abusing two children. They should have been safe with him and able to trust him and he'd been abusing them, alongside other children for years. What they suffered was horrific and unforgivable and thanks to the work we do in digital forensics, I was able to contribute to making sure he was sent to prison for over 20 years."

Working alongside Beth analysing digital devices our Digital Forensics Department also have a team of expert technicians including Senior Digital Forensic Technician Joe whose role alongside

Beth is to triage computers devices seized as well as overseeing the forensic acquisition of them. Joe has worked in the team for eight-years as well as volunteering his time as a Special Constable.

Joe said: “Working alongside Beth my role is to oversee the triage of computer devices that come into our department. As a part of that, I ensure that each device is preserved in the original format they come to us in, we will never work live from the device unless it is absolutely necessary.

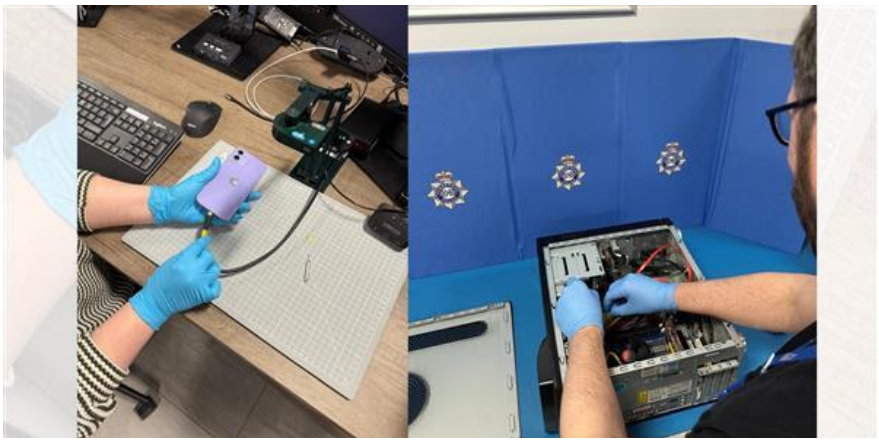
“I will start by taking a bit for bit copy of the hard drive and its content, with some devices this can take a few hours, for others it is over 24-hours until all of the data has been copied across and the forensic acquisition has been complete.

As the hard drive is copied over, Joe and his team will run a report against the hard drive to identify positive matches for indecent illegal images as well as exploring the lines of enquiry highlighted by the officers as a part of their investigation.

Joe continued: “The data will then be handed over to an analyst to assess and grade and I will begin rebuilding the physical device back to the original state. If a case goes to court and the suspect is found guilty, the devices are then destroyed.

As our communities continue to rely upon technology, and the accessibility across all areas of our lives changes, adapts and advances, we continue to adapt our investigative techniques to investigate criminality.

The number of digital devices that our Digital Forensics Team examine year on year continues to grow and the team will continue to do everything they can to support victims and protect the most vulnerable people in society by ensuring digital evidence is captured and preserved with the same degree of skill and professionalism as traditional forms of forensics such as fingerprints and DNA.



Well having read it, I think the above article is extremely interesting and informative regarding the exceptionally vast array of skills the Digital Forensic Team has.

Thinking back to the 70’s and how it was when for example the Ripper was around, this type of work could have maybe identified him sooner rather than later and who knows what difference it could have made to the outcome.

Have you worked in this field? If so, would you be willing to share some of your stories?

Contact me on publicity@scunthorpegrimsbyadvancedmotorists.com

2026 Toyota MR2:

*T*oyota's announcement to reintroduce the legendary MR2 as a 2026 model has generated considerable excitement in the automotive industry, signalling a notable comeback for this cherished sports car.
Toyota's next MR2 is anticipated to be the final sports car powered by combustion technology before the corporation transitions towards electric vehicles.

This move aligns with Toyota's overarching aim to provide a range of low and zero-emission transportation options customized to address individual geographical requirements and consumer preferences.
Expectations for the upcoming 2026 MR2 are elevated, mainly due to speculation that it will be equipped with a potent 300-horsepower 1.6-liter turbocharged three-cylinder engine, akin to the powertrain found in the GR Corolla.
The motor is expected to be combined with a six-speed manual transmission and a sophisticated GR-4 all-wheel-drive system, equipped with Torsen limited-slip differentials at the front and back.
The parameters mentioned indicate that the future MR2 will pay tribute to its legacy and include advanced technologies to improve its performance.
Although there is enthusiasm, the sports car industry continues to be a specialized and limited segment.
Sports cars constituted a mere 1.5% of the total 15.04 million new vehicles sold in the U.S. in 2022, with a predicted yearly growth rate of 0.5%.
Toyota's robust financial position, boasting $70.4 billion in available cash as of June 30, 2023, enables the corporation to allocate funds towards passion-driven initiatives that appeal to enthusiasts and pay tribute to its chairman, Akio Toyoda.
The MR2 has a significant and illustrious history, as it was initially introduced in 1984, with the involvement of Lotus Engineering and renowned racing figure Dan Gurney.
Throughout its existence, the MR2 has gained a reputation for its captivating driving dynamics and practical design, endearing it to enthusiasts of sports cars.
The second-generation MR2, manufactured between 1989 and 1999, is often regarded as the most exceptional due to its mid-engine configuration, elegant design, and remarkable performance, especially in the turbocharged variants.
Anticipating the arrival of the 2026 MR2, it is essential to acknowledge that the worth of previous MR2 models is increasing.
This is mainly attributed to the diminishing availability of these models and the growing desire for them over the years.
The MR2's importance is acknowledged by both enthusiasts and collectors, who actively pursue these vehicles, thus assuring the enduring memory of the MR2 while we anticipate its contemporary successor.
Ultimately, the forthcoming 2026 Toyota MR2 will serve as a suitable homage to its forerunners, seamlessly blending Toyota's extensive legacy in sports vehicle manufacturing with modern advancements in performance.
It serves as evidence of Toyota's dedication to producing vehicles that inspire and captivate drivers while also signifying the conclusion of a period as the firm shifts towards a future characterized by electric cars.

Performance

- **Engine:** Rumours suggest various options, including A 1.6-liter turbocharged three-cylinder engine from the GR Corolla, possibly producing 300 horsepower.
- A hybrid powertrain for better fuel efficiency.
- An all-electric option, aligning with Toyota's electric vehicle push.
- **Transmission:** A six-speed manual transmission is likely, and an automatic option could be available.
- **Drivetrain:** Both rear-wheel-drive and all-wheel-drive configurations are possibilities.
- **Design**
- **Inspiration:** The design might take cues from the 2022 Toyota FT-Se concept car, featuring a sleek, aerodynamic silhouette and modern styling.
- **Body style:** It's expected to be a two-seater coupe with a mid-engine layout for optimal balance and handling.
- **Roof:** A targa top or removable roof panel could be offered for an open-air driving experience.
- **Other features**
- **Technology:** Modern infotainment systems with touchscreen display, digital instrument cluster, and advanced driver-assistance systems (ADAS) are likely.
- **Weight:** Aiming for a lightweight construction to enhance performance and fuel efficiency.
- **Price:** Reports suggest a starting price of around $30,000, which could be higher depending on configuration and features.

Click the link below to watch a YouTube video about this car

https://youtu.be/bzjrxjH9DJw

2026 Toyota Avalon Hybrid Limited

Okay, let's be honest. When I think "hybrid," the first thing that pops into my head isn't usually "luxurious sedan." However, Toyota seems determined to change that with the ***2026 Avalon Hybrid Limited.***
And after taking a deep dive into all the specs and features, I'm starting to think they might be onto something you're cruising down the highway, enjoying the smooth, quiet ride, and the only sound you hear is the gentle hum of the hybrid engine.
You glance at the fuel gauge and realize you're still running on the first gas tank from a road trip you started days ago. That's the kind of experience the Avalon Hybrid Limited promises, and it's pretty tempting.

More Than Just a Pretty Face

Now, I know what you're thinking. Hybrids are all about practicality, not style. But the 2026 Avalon Hybrid Limited begs to differ.
This isn't your grandma's hybrid. With its sleek lines, bold grille, and sharp LED headlights, it's got a presence that commands attention.
But the real story is on the inside. Think premium materials, spacious seating, and all the tech bells and whistles you could ask for.
We're talking about a sophisticated cabin designed for comfort and convenience. And let's not forget the impressive fuel economy, which is where this car shines.

The Power of Hybrid Synergy

Under the hood, the Avalon Hybrid Limited boasts a powerful yet efficient hybrid powertrain. Toyota's legendary hybrid technology seamlessly blends a gasoline engine with an electric motor, delivering impressive horsepower and torque while sipping fuel like a hummingbird.
This translates to a smooth, responsive driving experience that's both exhilarating and eco-friendly. Whether navigating city streets or cruising on the open road, the Avalon Hybrid Limited delivers the perfect balance of performance and efficiency.

Tech That Keeps You Connected and Safe

In today's world, staying connected is essential, and the Avalon Hybrid Limited has you covered.
With its advanced infotainment system, you can easily access your favourite apps, navigate, and enjoy your favourite tunes on the premium sound system.
But it's not just about entertainment. The Avalon Hybrid Limited also has advanced safety features, including adaptive cruise control, lane departure warning, and a pre-collision system. These features help you stay safe and aware on the road, giving you peace of mind on every journey.

Is the 2026 Avalon Hybrid Limited the Right Car for You?

Now, the million-dollar question: is this the car for you? If you're looking for a luxurious sedan that's both stylish and fuel-efficient, the answer is a resounding yes.
The Avalon Hybrid Limited offers a compelling combination of comfort, performance, and technology, all wrapped up in a sleek and sophisticated package.
But let's be honest, it won't be the perfect fit for everyone. If you're looking for a sporty driving experience or need to haul a lot of cargo, you might want to consider other options.
However, if you prioritize comfort, fuel efficiency, and a premium driving experience, the 2026 Avalon Hybrid Limited is worth a closer look.
The 2026 Toyota Avalon Hybrid Limited is a game-changer in hybrid sedans. It proves you don't have to sacrifice luxury or performance to be kind to the environment (and your wallet).
With its stunning design, advanced technology, and impressive fuel economy, it's a car that will turn heads and redefine what it means to drive a hybrid.

2026 Avalon Hybrid Limited Features

While official details for the 2026 Toyota Avalon Hybrid Limited haven't been fully released yet, here's what we can anticipate based on current trends and the previous model year:

Expected Features:

- **Hybrid Powertrain:** A refined version of the current hybrid system, likely pairing a 2.5L 4-cylinder engine with an electric motor for optimal fuel efficiency and performance. Expect horsepower to be around 215 hp and combined MPG to exceed 40.
- **Luxurious Interior:** High-quality materials like leather upholstery, wood trim, and soft-touch surfaces will create a premium ambiance. Heated and ventilated front seats, a spacious rear seat with ample legroom, and a quiet cabin will contribute to passenger comfort.
- **Advanced Technology:** Expect an extensive touchscreen infotainment system with Apple CarPlay and Android Auto compatibility. A premium JBL sound system, wireless charging, and a head-up display could also be included.
- **Safety Features:** Toyota Safety Sense, a suite of driver-assist technologies, will likely be standard. This includes features like:
    - Pre-Collision System with Pedestrian Detection
    - Lane Departure Alert with Steering Assist
    - Dynamic Radar Cruise Control
    - Automatic High Beams
    - Blind Spot Monitor with Rear Cross-Traffic Alert

Possible New Features for 2026:

- **Enhanced Infotainment:** An even larger touchscreen with improved graphics and faster processing speeds.
- **Upgraded Safety Systems:** Potentially adding features like Traffic Jam Assist or an improved Lane Tracing Assist for semi-autonomous driving capabilities.
- **Improved Fuel Economy:** Toyota might refine the hybrid system further to squeeze out even more miles per gallon.
- **Updated Styling:** Subtle exterior design refresh with revised headlights, taillights, and grille design.
- **Over-the-Air Updates:** Allowing for software upgrades and feature additions without needing to visit a dealership.

Release Date

While an exact date hasn't been announced, we can anticipate the 2026 Avalon Hybrid Limited to arrive in late 2025 or early 2026, following the typical automotive release cycle.

Price

Pricing will likely increase slightly over the current model. Expect the 2026 Avalon Hybrid Limited to start around £34,782.62 – £37,101.46

Above articles taken from ToyotaNews AUTOMOTIVE NEWS

Simnel Cake - is a light fruitcake that is an Easter classic!

Prepare - less than 30 mins **Cook -** 1 to 2 hours **Serve -** Serves 10 – 12 **Dietary -** Vegetarian

Ingredients

For the almond paste

- 250g/9oz caster sugar
- 250g/9oz ground almonds
- 2 free-range eggs, beaten
- 1 tsp almond essence

For the cake

- 175g/6oz butter or margarine, plus extra for greasing
- 175g/6oz soft brown sugar
- 3 free-range eggs, beaten
- 175g/6oz plain flour
- pinch salt
- ½ tsp ground mixed spice (optional)
- 350g/12oz mixed raisins, currants and sultanas
- 55g/2oz chopped mixed peel
- ½ lemon, grated zest only
- 1–2 tbsp apricot jam
- 1 free-range egg, beaten for glazing

Method

1. For the almond paste, place the sugar and ground almonds in a bowl. Add enough beaten egg and mix to a fairly soft consistency. Add the almond essence and knead for 1 minute until the paste is smooth and pliable. Roll out a third of the almond paste to make a circle 18cm/7in in diameter and reserve the remainder for the cake topping.
2. Preheat oven to 140C/120C Fan/Gas 1. Grease and line a 18cm/7in cake tin.
3. For the cake, cream the butter and sugar together until pale and fluffy. Gradually beat in the eggs until well incorporated and then sift in the flour, salt and mixed spice (if using) a little at a time. Finally, add the mixed dried fruit, peel and grated lemon zest and stir into the mixture.
4. Put half the mixture into the cake tin. Smooth the top and cover with the circle of almond paste. Add the rest of the cake mixture and smooth the top leaving a slight dip in the centre to allow for the cake to rise. Bake in the preheated oven for 1¾ hours. Test by inserting a skewer in the middle – if it comes out clean, it is ready. Once baked, remove from the oven and set aside to cool on a wire rack.
5. Brush the top of the cooled cake with the apricot jam. Divide the remainder of the almond paste in half. Roll out a circle to cover the top of the cake with one half and form 11 small balls with the other half. Place the circle of paste on the jam glaze and set the balls round the edge. Brush the cake topping with a little beaten egg.
6. Preheat the grill to high. Place the cake onto a baking tray and grill for 1–2 minutes, or until the top of the marzipan begins to brown. Alternatively, lightly heat the cake topping using a cook's blowtorch, until the marzipan is golden brown.

Above article taken from bbc.co.uk/food/recipes

Car Talk **NEW** The Science Behind How EVs Work: A Clear Explanation

Explore the science behind electric vehicles, their components, working mechanism, charging process, environmental impact, and future prospects.

Electric vehicles (EVs) have been gaining popularity in recent years due to their environmentally friendly nature and cost savings in the long run. If you are new to the world of EVs, it can be overwhelming to understand the science behind how they work. In this article, we will break down the components of an EV and explain how they work together to power the vehicle.

At its core, an EV is powered by electricity stored in a battery. Unlike traditional internal combustion engines, EVs don't rely on gasoline to generate power. Instead, they use an electric motor to convert electrical energy from the battery into mechanical energy to move the vehicle. In this article, we will explore the different components of an EV and how they work together to make this possible.

Whether you are considering purchasing an EV or just curious about how they work, this article will provide you with a comprehensive understanding of the science behind EVs. From the basics of what an EV is to the environmental impact and cost savings, we will cover everything you need to know.

Key Takeaways

EVs are powered by electricity stored in a battery and use an electric motor to convert electrical energy to mechanical energy.

Components of an EV include the battery, electric motor, power electronics, and charging system.

EVs have a lower environmental impact, cost savings in the long run, and are the future of transportation.

What is an Electric Vehicle (EV)?

An electric vehicle (EV) is a type of vehicle that uses one or more electric motors for propulsion, rather than a traditional internal combustion engine (ICE). EVs are powered by rechargeable batteries, which are charged by plugging the vehicle into an electric power source.

EVs come in various forms, including passenger cars, buses, trucks, and even bicycles. They are becoming increasingly popular due to their lower environmental impact and lower operating costs compared to ICE vehicles.

EVs have several advantages over ICE vehicles, including lower emissions, quieter operation, and better energy efficiency. They also have fewer moving parts, which means they require less maintenance and are less prone to mechanical failure.

Overall, EVs are a promising technology that has the potential to revolutionize the transportation industry. As battery technology continues to improve, we can expect to see more and more EVs on the road in the coming years.

Components of an Electric Vehicle

Electric Motor

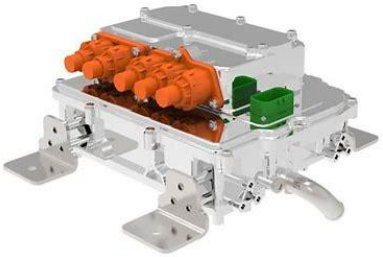
The electric motor is the heart of an electric vehicle. It is responsible for converting electrical energy from the battery into mechanical energy that propels the vehicle. The electric motor is more efficient than an internal combustion engine, and it provides instant torque, making acceleration smoother and quicker.

Battery Pack

The battery pack is the energy storage system of an electric vehicle. It stores electrical energy that powers the electric motor. The battery pack is made up of many individual battery cells, and it is designed to provide a specific amount of voltage and current to the electric motor.

Inverter

The inverter is an electronic device that converts DC (direct current) from the battery pack into AC (alternating current) that powers the electric motor. The inverter also controls the speed and torque of the electric motor.



DC Converter

The DC converter is responsible for converting high-voltage DC power from the battery pack into low-voltage DC power that is used to power the vehicle's accessories, such as the lights, air conditioning, and audio system.

Generator

The generator is an optional component in some electric vehicles that can be used as a range extender. It is a small gasoline engine that generates electricity to charge the battery pack when it is running low on charge. The generator does not power the electric motor directly, but it extends the range of the vehicle by providing additional electrical energy to the battery pack.

These components of an electric vehicle work together to provide a clean and efficient mode of transportation. The electric motor, battery pack, inverter, DC converter, and generator all play important roles in making electric vehicles a viable alternative to traditional gasoline-powered vehicles.

How EVs Work

Energy Conversion

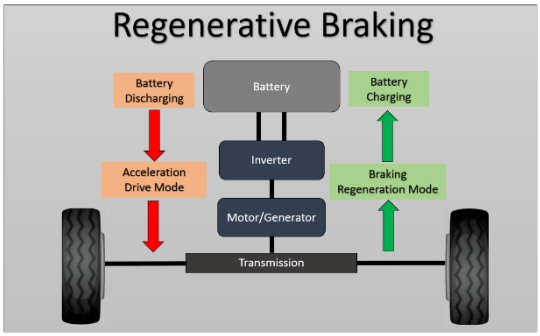
When you drive an electric vehicle (EV), you're actually driving a machine that converts electrical energy into mechanical energy. This conversion process is made possible by the battery, which stores the electrical energy needed to power the vehicle. The battery sends the electricity to the motor, which uses it to create rotational motion. This motion is then transferred to the wheels, which move the car forward.

Torque and Power Generation

Electric motors produce torque, which is the force that rotates the wheels and moves the car forward. Torque is what gives EVs their quick acceleration and makes them feel responsive and powerful. The amount of torque an electric motor produces is directly related to the amount of electrical current flowing through it.

Power is another important factor in how EVs work. Power is the rate at which energy is transferred, and it's what determines how fast an EV can go. The power output of an electric motor is directly related to the amount of electrical energy flowing through it. This is why EVs can be so fast and powerful, even though they don't have a traditional gasoline engine.

Regenerative Braking



One of the unique features of EVs is regenerative braking. When you apply the brakes in an EV, the electric motor actually works in reverse, acting as a generator that converts the kinetic energy of the moving car back into electrical energy. This electrical energy is then stored in the battery for later use. Regenerative braking is a key reason why EVs are so efficient, as it allows them to recapture energy that would otherwise be lost as heat during braking.

In summary, the science behind how EVs work is all about energy conversion, torque and power generation, and regenerative braking.

By understanding these key concepts, you can better appreciate the technology behind EVs and why they're such an exciting and innovative form of transportation.

Charging an EV

Charging at Home

One of the most convenient ways to charge your EV is at home. All you need is a 240-volt outlet and an EVSE (Electric Vehicle Service Equipment) installed in your garage or driveway. Level 1 charging uses a standard 120-volt outlet and can take up to 20 hours to fully charge your EV, while Level 2 charging uses a 240-volt outlet and can take as little as 4 hours.

Public Charging Stations

If you're on the go, public charging stations are a great option to recharge your EV. Public charging stations can be found at various locations such as shopping centres, parking lots, and rest areas. These charging stations can be either Level 2 or Level 3, depending on the station. Level 2 charging can take up to 8 hours to fully charge your EV, while Level 3 charging can take as little as 30 minutes.

Charging Levels

There are three different levels of EV charging. Level 1 charging uses a standard 120-volt outlet and typically charges at a rate of 2-5 miles per hour. Level 2 charging uses a 240-volt outlet and typically charges at a rate of 10-20 miles per hour. Level 3 charging, also known as DC fast charging, uses a special charging station and can charge an EV up to 80% in as little as 30 minutes.

Range and Efficiency of EVs

When it comes to electric vehicles (EVs), range and efficiency are two crucial factors to consider. The range of an EV refers to the distance it can travel on a single charge. The capacity of the battery pack and the efficiency of the electric powertrain system are the two main factors that determine the range of an EV.
The capacity of the battery pack is measured in kilowatt-hours (kWh). The higher the kWh rating of the battery pack, the more energy it can store, and the longer the range of the EV. For example, an EV with a 60kWh battery pack can travel farther on a single charge than an EV with a 40 kWh battery pack.
Efficiency is another important factor that affects the range of an EV. The efficiency of an EV refers to how much energy it uses to travel a certain distance. The more efficient an EV is, the farther it can travel on a single charge.
One way to measure the efficiency of an EV is to calculate how many miles it can travel per kWh of battery capacity. For example, if an EV can travel 4 miles per kWh, then a 60kWh battery pack would provide a range of 240 miles.
Improving the efficiency of an EV can be achieved through various methods, including reducing the weight of the vehicle, improving the aerodynamics, and optimizing the electric powertrain system.

Environmental Impact of EVs - Carbon Footprint of EV: A Concise Analysis for Eco-Conscious Drivers

Emission Reduction

One of the most significant benefits of electric vehicles (EVs) is their ability to reduce harmful emissions. EVs emit zero exhaust gases from their tailpipes, resulting in a significant reduction in air pollution. This reduction in emissions is particularly important in urban areas, where air quality is often poor.
EVs also produce fewer greenhouse gas emissions than traditional gasoline-powered vehicles. While EVs do produce emissions during their manufacturing and charging processes, these emissions are still significantly lower than those produced by gasoline-powered vehicles over their lifetime.

Use of Renewable Energy

Another advantage of EVs is their ability to use renewable energy sources. EVs can be charged using electricity generated from renewable sources such as wind and solar power, reducing their overall environmental impact. The use of renewable energy to power EVs also helps to reduce our dependence on fossil fuels, which are a finite resource and a significant contributor to climate change.

As the world continues to shift towards renewable energy sources, the environmental benefits of EVs will only increase. The use of renewable energy to power EVs will help to reduce greenhouse gas emissions and improve air quality in urban areas.

Cost and Maintenance of EVs

Initial Cost

One of the biggest concerns when considering purchasing an electric vehicle (EV) is the initial cost. EVs can be more expensive than their gasoline counterparts, but the cost has been decreasing as the technology becomes more widespread. Additionally, there are government incentives and rebates that can help offset the initial cost of an EV.

Maintenance Cost

EVs have fewer moving parts than traditional gasoline vehicles, which means they require less maintenance. There is no need for oil changes, spark plug replacements, or transmission repairs. This can save you money in the long run on maintenance costs.

However, EVs do require maintenance on their battery packs, which can be expensive. The battery pack is the most expensive component of an EV, and it will need to be replaced eventually. The good news is that battery technology is improving rapidly, and the cost of replacing a battery pack is decreasing.

Another factor to consider is that EVs have regenerative braking systems, which means the brakes last longer than in traditional vehicles. This can save you money on brake replacements.

EVs Vs Internal Combustion Engines

Electric vehicles (EVs) and internal combustion engines (ICEs) are two different types of vehicles that operate in fundamentally different ways. EVs use electricity stored in batteries to power an electric motor, while ICEs use gasoline or diesel fuel to power an internal combustion engine.

One major difference between EVs and ICEs is their efficiency. EVs are much more efficient than ICEs because they convert more of the energy stored in their batteries into motion. ICEs lose a significant amount of energy to heat and friction, which reduces their efficiency.

Another difference between EVs and ICEs is their environmental impact. EVs produce zero emissions at the tailpipe, which makes them much cleaner than ICEs. ICEs emit harmful pollutants like carbon monoxide, nitrogen oxides, and particulate matter, which can cause respiratory problems and contribute to climate change.

EVs are also quieter than ICEs because they don't have an engine that produces noise and vibrations. This makes them more pleasant to drive and reduces noise pollution in urban areas.

However, there are also some drawbacks to EVs compared to ICEs. For example, EVs have a limited range and require charging infrastructure, which can be inconvenient for long trips. ICEs, on the other hand, can be refuelled quickly at gas stations and have a longer range.

In terms of maintenance, EVs are generally simpler and require less maintenance than ICEs because they have fewer moving parts. ICEs require regular oil changes, spark plug replacements, and other maintenance tasks to keep them running smoothly.

Overall, EVs and ICEs have different strengths and weaknesses, and which type of vehicle is better for you depends on your individual needs and preferences. However, as the technology behind EVs continues to improve, they are becoming more and more competitive with ICEs in terms of range, convenience, and performance.

Future of EVs

Advancements in Battery Technology

As the demand for electric vehicles (EVs) continues to rise, advancements in battery technology are crucial to the future of EVs. Lithium-ion batteries are currently the most common type of battery used in EVs, but automakers and researchers are working on developing new battery technologies that can improve range, charging times, and overall performance.

One promising technology is solid-state batteries, which use a solid electrolyte instead of a liquid one. Solid-state batteries have the potential to offer higher energy density, faster charging times, and improved safety. Automakers like Toyota and BMW are investing heavily in solid-state battery research and development.

Expansion of Charging Infrastructure

The expansion of charging infrastructure is another key factor in the future of EVs. As more people switch to EVs, there will be a greater demand for charging stations. Governments and private companies are investing in the development of a robust charging infrastructure to support the growing number of EVs on the road.

In the United States, the Biden administration has proposed a $174 billion investment in electric vehicles, including funding for the expansion of charging infrastructure. Tesla has also been investing in its own charging network, with over 25,000 Superchargers worldwide.

EVs in the Auto Industry

The future of EVs in the auto industry looks promising, with many automakers committing to transitioning to all-electric vehicles in the coming years. Volvo, for example, has pledged to only sell electric vehicles by 2030. Other automakers like Ford, General Motors, and Volkswagen are also investing heavily in EV development.

Electric trucks and SUVs are also becoming more common, with automakers like Tesla, Ford, and Rivian introducing battery-powered options. Plug-in hybrids and hybrid-electric vehicles are also popular options for those who want to reduce their carbon footprint but still need the range of a gasoline-powered vehicle. Overall, the future of EVs looks bright, with advancements in battery technology and the expansion of charging infrastructure driving the growth of the industry. As more automakers commit to all-electric vehicles, the transition to a greener future looks increasingly achievable.

Frequently Asked Questions

What is the working principle of an electric vehicle?

Electric vehicles (EVs) run on electric motors powered by rechargeable batteries. The batteries are charged by plugging the car into an electric power source. When you press the accelerator, the electric motor spins, which turns the wheels and propels the car forward.

What are the advantages of electric vehicles?

Electric vehicles are environmentally friendly, producing zero emissions and reducing air pollution. They are also more energy-efficient than traditional cars, making them cheaper to operate. EVs are also quieter and require less maintenance than traditional cars.

What are the types of electric vehicles available?

There are three types of electric vehicles: battery electric vehicles (BEVs), plug-in hybrid electric vehicles (PHEVs), and hybrid electric vehicles (HEVs). BEVs run solely on electric power, while PHEVs and HEVs use both electric power and gasoline.

How does the engine of an electric car work?
Electric cars use an electric motor instead of a gasoline engine. When you press the accelerator, the electric motor spins, which turns the wheels and propels the car forward. The motor is powered by rechargeable batteries that are charged by plugging the car into an electric power source.

How does energy flow in an electric car?
Energy flows from the battery to the electric motor, which powers the wheels. When you apply the brakes, the electric motor acts as a generator, converting kinetic energy into electrical energy, which is then stored in the battery.

What are the disadvantages of electric cars?
The main disadvantages of electric cars are their limited range and long charging times. In addition, they are more expensive to purchase than traditional cars, although they are cheaper to operate over time. Finally, the availability of charging stations can be limited in some areas.

Above article taken from electriqz

If you are an EV driver, I would be grateful for your comments on the above article

February's Social Night – was brilliant!

ℒee Curtis is part of our group and is an advanced driver as well as one of our observers. He has developed his own driving school which is extremely popular and gave us a fabulous presentation on the 26th February.

Lee began by introducing himself to the group, saying when he worked in Roads Policing between 2009 and 2016 inclusive, he gained a police Class 1 Advanced Driver which included TPAC (Tactical Pursuit & Containment). He also studied for a Level 3 in adult training and education, has been an IAM member for 8 years, an ADI at Grade A since 2016 and is the owner and founder of Proactive driving which was established in 2020.

Lee was the only instructor to begin with but as the business has grown, he now has 11 driving instructors with 7 more in training and provides training to learner drivers as well as driving instructors. Lee spoke about the 7 core values which encompass his driving school with the first being to make sure the students he has, are put first and the second to make the learning enthusiastic and fun. Of course, It's very important to be able to trust your driving instructor and Lee has accomplished this along with creating proactive and safe drivers for life. He continued, explaining that every lesson has a plan so there is no driving around aimlessly and with one-to-one tuition, one student does not pick the next one up before they finish which I think is great given that most driving schools don't do that. Lee makes sure that parents/carers are involved so that they too can help the student by giving private practice between lessons.

Lee then went on to tell us about how he felt about the driving instructing industry when he first became and ADI, saying he was shocked at some of the antics some driving instructors got up to! He went into some detail and showed us a couple of videos of poor practice from other driving schools. Everyone in the room agreed that those he had shown were unacceptable. As an example, Lee said that there were no training plans, no records kept, instructors had relationships with their learners outside of work, they were unwilling to teach anyone who was 'hard to teach' and in one case, a learner was told that they were just rude. Again, the room agreed this was not the best way to go about teaching someone to drive or not the best way to teach anything! All the above spurred Lee on to professionalise the industry.

It was very interesting when we learned that social media such as TikTok, YouTube and Instagram are all very influential because they are very test focussed, give incorrect information, have poor standards and some of the videos they have on their sites appear to be staged. All of the above lead to unrealistic expectations as well as peer pressure and what is actually required to pass a driving test, amongst others.

The pass rate with DVSA (Driving & Vehicle Standards Agency) and Driving Tests for learners was very surprising - Grimsby has only 37.6% whilst Scunthorpe has 43.3%, with a waiting time for a test date running at 16.3 weeks in December 2024. Lee explained that the pandemic, industrial action by some driving instructors and a couple of other things had led to the increase and so the DVSA have tried to recruit more examiners to overcome the problem. They also tried by improving the ADI standards by bring in a trigger system as below:

Indicator	Trigger
Average number of driving faults per test	6 or greater
Average number of serious faults per test	0.55 or greater
Percentage of driving test where the examiner had to take physical action	10% or higher
Driving Test pass rate	55% or lower

In addition to the above, the DVSA have also tried to educate learners better and in August 2022, launched the Ready to Pass Campaign and would you believe that (allegedly) driving test bosses were bullying examiners to be lenient with learners to reduce the Covid backlog!

On the 18th December 2024, the DVSA launched a 7-point plan:

- Recruit and train 450 driving examiners
- Review and improve the rules for booking driving tests (consultation)
- Introduce tougher terms and conditions for the service driving instructors use to book and manage car driving tests for their pupils
- Consult on new proposals to increase the amount of time people have to wait to book another test in certain situations (consultation)
- Increase the amount of notice you need to give to change ot cancel a car driving teat without losing the fee (consultation)
- Explore changing the current 24-week limit on how far ahead car driving tests can be booked (consultation)
- Encourage learner drivers to be better prepared for their driving test through the 'Ready to Pass' campaign

Hopefully, this may help reduce the waiting time and increase the pass rate.

Lee then took questions from the audience and answered each one thoroughly, to the best of his ability.

If you have any children or Grandchildren who are thinking of having driving lessons, Proactive driving would be a great choice……

PROACTIVE DRIVING has an excellent pass rate and is extremely popular in our area. Don't just take my word for it, have a look for yourself! I regularly see their social media page and the amount of passes they get is brilliant - just like our Social Night was on the 26th of February!!

2025

JANUARY

S	M	T	W	T	F	S
29	30	31	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	1

FEBRUARY

S	M	T	W	T	F	S
26	27	28	29	30	31	1
2	3	4	5	6	7	8
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16	17	18	19	20	21	22
23	24	25	26	27	28	1

MARCH

S	M	T	W	T	F	S
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23	24	25	26	27	28	29
30	31	1	2	3	4	5

APRIL

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27	28	29	30	1	2	3

MAY

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JUNE

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8	9	10	11	12	13	14
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22	23	24	25	26	27	28
29	30	1	2	3	4	5

JULY

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20	21	22	23	24	25	26
27	28	29	30	31	1	2

AUGUST

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31	1	2	3	4	5	6

SEPTEMBER

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OCTOBER

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NOVEMBER

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23	24	25	26	27	28	29
30	1	2	3	4	5	6

DECEMBER

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30	1	2	3	4	5	6
7	8	9	10	11	12	13
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28	29	30	31	1	2	3

Our next Social Night is on the 23rd April and it looks like its going to be a great night!!

The speaker for our AGM and Social Night on the 23rd of April is Isabelle Heward.

Isabelle is a former winner of the prestigious "BBC Mastermind Trophy". She will be talking about her life and experiences as a quiz show contestant on Mastermind and others such as "Countdown".

Her parents were both teachers at Scunthorpe Grammar School (now The St Lawrence Academy). She grew up surrounded by a vast number of books with wide interests, she enjoyed acquiring information about many subjects. Having wide general knowledge and good recall did not seem a particularly useful life skill but it kept her occupied.

She applied for 'Mastermind' in 1983 but came last in her heat but loved the experience so much that she started to seek out other shows. For over 40 years she has taken part in many broadcast quizzes (television and radio). Her greatest achievement was in 2017 when she won the Mastermind trophy (which she will have with her on the night).

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 26th April 2023, 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

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 Twitter: @ANDGRIMSBY

20% Discount on Advanced Driver & Rider courses with: Lincoln IAM, Lincolnshire Advanced Motorcyclists & Scunthorpe & Grimsby Advanced Motorists

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.

HOW TO CLAIM - Contact us on the details below, quoting the group name of your choice and we'll sign you up - A.D. Course, Lincoln IAM: Tel:0300 365 0152 or lincolniam@gmx.com

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

A.D. Course, Scunthorpe & Grimsby Advanced Motorists – terryheath@sky.com

What? Samuel was out for a walk when it started to rain. He did not have an umbrella and he wasn't wearing a hat. His clothes were soaked, yet not a single hair on his head got wet. How could this happen?

Decembers' Answer; **A Jigsaw Puzzle**.

And last but never least…….don't forget to look us up on the links below

Website www.iamroadsmart.com/groups/scunthorpeandgrimsby

SAGAM can be found on Facebook at: @SAGAMG1

Follow us on Twitter

Not to be missed!! - Our next Social Night is on the 23rd April @ 70.30pm

At the Heslam Park Rugby Club, Ashby Road Scunthorpe DN16 2AG