
Scunthorpe & Grimsby Advanced Motorists

Group No 7080 Charity No. 10631 May 2021 Edition

Inside this month's edition....

Editors Blog	1
Where's the lovely Herbina?	
Observer Team News	
Committee	2
SAGAM Committee Members	
Composition of Group	
Contact Details	
Chairman's Chatter	3
Treasurers Annual Report	
Scunthorpe & Grimsby Annual Accounts Sheet	4
Dates for your Diary	
Slice of Life – Mick Harris	5
Useless Sign	
Support your Family & Friends	
Did You Know? – Buckingham Palace	6
HRH Prince Phillip	10
A Little Bit of What You Fancy	11
Slice of Life – Dawn Kitching	12
Advertising in the Newsletter	
Easter Egg – Its Origin and Meaning	12
Tea – The Amber Nectar	13
Visit the IAM RoadSmart Shop	
Editor's Choice –	14
Chronological History of the AA	
Important dates in May	16
IAM RoadSmart	
The Speaker & The Listener	
Slice of Life – Jan Burditt	17
NEW – What Am I?	
NEW – Pets Corner – Insurance	18
Brief History of Road Safety	19
Edward VIII to Elizabeth II (to 1970)	
We Got Mail!	21
How to Claim	22
5 Ways to Protect Your Spine	
Laughter is the Best Medicine	23
And Finally.....	

Hi!

And welcome to the May edition of the SAGAM Newsletter!

So, I guess you have already noticed that the front cover of this month's edition is different. Having looked at some of the other groups' newsletters, I got the impression that rather than just naming them their {area name} IAM Newsletter they have a more specific name. For example, the Lincolnshire Bikers Group Newsletter is called Chain Lincs which to me, is really fitting. I tried to think of something appropriate to us as a group and came up with "Drive Smart" because obviously we are a driving group and the Smart bit relates to the RoadSmart part of the overall IAM name. But what do you think? Is the new name something you like or can you think of something better? Please let me know one way or the other – your input will be much appreciated.

This month, we have a very interesting article from John Wigmore titled 'The Amber Nectar'.....if you're a tea drinker, then I'm sure that this will be right up your street! Also, if you're a member of the AA, then you'll find an interesting read on page 14.

Well, we are in May already and although we have been in lockdown for most of the year, it seems to me that it has gone quite quickly. Like many others, we are back at work full time and after two weeks beginning to feel much better and I hope you are too. Did you find the lovely Herbena? She was on the spoon of the egg and spoon race on page 12. Dawn Kitching was the first to let me know she had found her – will you be the first one for this edition?



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Observer Team News - May 2021.

Hi again everyone,

Just a few lines to let you all know that the team are all still working hard in readiness to start observing again.

Our next objective is to make sure that we are all up to standard before we begin taking our associates. We are having our next team meeting on 4th May and our main subject is to discuss how we shall achieve this. In addition to the driving aspect, we shall be making sure that the driving environment for ourselves and associates is made as safe as possible using correct PPE.

Following this, we will get started as soon as possible with our candidates whom we are sure are eager to get started themselves.

As mentioned in our last Team news, we are making a list of favourite routes for training purposes and if you know of any that think we could use, please email to myself (Paul Cassell or Allen Hardman). We would be really grateful. Our email addresses are in the latest newsletter and on the group website.

Look out for our bulletin in the next newsletter, where hopefully we shall be telling you that our associates have got going at last.

Drive carefully and stay safe.
The Observer Team

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The views and opinions expressed in this newsletter are those of the individual writers and not necessarily of IAM RoadSmart, nor the Scunthorpe and Grimsby group.

The current composition of our group is made up as follows:

Full Members - 83

Associate Members - 6

Total Members - 89

The Area Service Delivery Manager for our region (East Midlands and North Yorkshire) is

Peter Serhatlic.

Peter can be contacted on:

peter.serhatlic@iam.org.uk

or via mobile on 07703 718 907

Please have a look at our web page which includes lots of useful information including our Monthly Quiz



Group Website

www.scunthorpegrimsbyadvancedmotorists.org



SAGAM can be found on Facebook at:

[@SGAMG1](https://www.facebook.com/SGAMG1)



You can Follow us on Twitter:

[@ANDGRIMSBY](https://twitter.com/ANDGRIMSBY)

Scunthorpe and Grimsby Group of Advanced Motorists

Annual Balance Sheet

Income and Expenditure Accounts to 31st March 2021

INCOME	2020-2021	2019-2020	EXPENDITURE	2020-2021	2019-2020
Members' Subscriptions	750.00	1343.00	Postage	30.31	58.36
Subscriptions paid in advance	40.00	50.00	Telephone	0.00	19.00
Gift Aid	0.00	90.00	Stationery		
Donation	10.00	84.00	Printer Cartridges	0.00	46.75
Contributions to Buffet	0.00	66.00	Paper	5.16	12.00
Raffle	0.00	156.00	Raffle Prizes	0.00	42.10
			Buffet	0.00	100.00
			Newsletters		
			Postage	32.70	54.67
			Printer	0.00	81.98
			Stationery	9.35	12.78
			Printer Cartridges	238.34	66.97
			Zoom meetings	28.78	0.00
			Web Address	31.19	52.78
			Reaction Tester	0.00	85.00
			Donation	0.00	50.00
			SfL Course Refund	0.00	149.00
			SfL Course Subsidy	0.00	83.00
			Mobile Display Unit		
			Flag	0.00	132.24
			Towing Mileage	0.00	134.40
			MDU Sundries	0.00	16.60
			Service	0.00	95.00
			Cleaning	0.00	20.00
			PPE	114.90	0.00
			Sundries	18.5	32.6
			GDPR Fee	40.00	40.00
TOTAL	800.00	1789.00	TOTAL	549.23	1385.23

Opening Balance	3223.99	2820.22
Total Income	800.00	1789.00
Total Expenditure	-549.23	-1385.23
Closing Balance	3474.76	3223.99

Closing Bank Balance	3474.76
Closing Cash Balance	0.00
Total	3474.76

The above income and expenditure account has been examined without carrying out an audit from the books and records of "Scunthorpe and Grimsby Advanced Motorists Group" and information supplied by me Malcolm Gothard (Treasurer)

Dates for your diary...

If you have any articles or photographs for The June edition, please feel free to email me at publicity@scunthorpegrimsbyadvancedmotorists.org no later than **15th June** please.

20th May – Tim Stanley Presentation via Zoom @ 7.30

Committee meeting dates for this year are: **9th June – 14th July, 11th August – 8th September – 13th October – 10th November and 8th December.**



Slice of Life by Mick Harris

Mick Harris President – Scunthorpe and Grimsby Advanced Motorists Group (SAGAM)- IAM RoadSmart

I was born in Cleethorpes and attended Mathew Humberston Foundation School. I joined Lincolnshire Police at the age of 19 and was posted initially to Skegness followed a year later to Cleethorpes. At the creation of Humberside Police in 1974 I transferred and remained with them until my retirement.

I served in a variety of roles both on the Northbank, Southbank and Headquarters. My first specialist role was as a Police Motor Cyclist riding a Norton Commando 750. I returned to Traffic in 1999 retiring in October 2002 as Head of Humberside Traffic at the rank of Chief Inspector. I held Advance Qualification at both bikes and cars achieving Class 1 level. I was also a Senior Traffic Investigation Officer for fatal and serious collisions.

I was honoured to be named President of the then Scunthorpe Group of Advanced Motorists in 2000. I carry that role to this day.

My interest in Road Safety continued when I retired as a Police Officer in 2002. I was employed to set up and then head Safer Roads Humber (SRH), as the Partnership Manager. SRH is a county wide road safety partnership consisting of all four Unitary Authorities, Highways Agency (now Highways England), Courts and Humberside Fire and Rescue Service.

During my time with the Partnership, we were joint winners of the Prince Michael International Award for Road Safety.

My interests include playing the guitar, computing, cycling, caravanning and making sure the church clock keeps time! My wife Sue is a Senior National Observer with the Group.

I am proud to be associated with the Group and the tireless work put in by its members, Chair, Vice Chair and Committee.

Safe Driving

Mick Harris

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Peter Batty very kindly sent me this photo of a useless sign found on the A18 in Scunthorpe, West of Berkeley Circle between Hilton Ave and Gallagher Retail park on the grass verge- Westbound. Peter says he has never ever seen it lit up in years, even now in Covid and the Motorway works. He believes it must have cost a lot of money to install but never been used. Does anybody know who the sign belongs to / Highways / Local Council / Someone else? Why is it not used.....EVER !

Please let me know if you know anything about this sign and I'll pass it on!

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:
The Institute of Advanced Motorists
For more information contact: Terry Heath on:
01652 655601 or visit our website

www.scunthorpegrimsbyadvancedmotorists.org

Did You Know? - Buckingham Palace was once called Buckingham House, has been broken into over 10 times and read about Michael Fagan...

Buckingham Palace, Queen Elizabeth II's official London residence, has served as the administrative



headquarters of the British monarch since 1837. It was built in 1703 as Buckingham House - a London residence for John Sheffield, the 3rd Earl of Mulgrave. Today the palace has 775 rooms in total, including 19 state rooms, 52 royal and guest bedrooms, 188 staff bedrooms, 92 offices and 78 bathrooms. It is a focal point for significant national celebrations and commemorations, with more than 50,000 visitors each year. But how much do you know about the palace?

The palace first originated as Buckingham House, which was built by John Sheffield, 3rd Earl of Mulgrave and Marquess of Normandy, as his London residence in 1703. In the same year, Sheffield was made the Duke of Buckingham and he consequently named the house after his title.

In 1761, George III decided to purchase Buckingham House for his wife, Queen Charlotte, in order to create a comfortable family home near to St James's Palace. As a result, 14 of George and Charlotte's 15 children were born at the house.

FACT - The palace was built on a site where James I planted a mulberry garden in order to cultivate silkworms

However, it seems the king used the wrong type of mulberry bush and was unable to successfully produce any silk.

FACT - Queen Victoria was the first British monarch to use Buckingham palace as an official residence

Buckingham House was renovated into a palace in the 1820s after George IV commissioned architect John Nash. However, it was [Queen Victoria](#) who was the first British monarch to use the palace as their official residence when she moved there in 1837. Since then, the palace has served as the official London residence of Britain's sovereigns, and today it is the administrative headquarters of the monarch.



FACT - Queen Victoria was also the first monarch to use the balcony for public appearances

We are today familiar with members of the royal family waving to crowds from the [balcony of Buckingham Palace](#). However, it was only in 1851, during the opening of the [Great Exhibition](#) – an international exhibition organised by Prince Albert – that Queen Victoria made the first ever public appearance on the balcony. It was in the 20th century that George VI brought in the tradition of commemorating the end of the Trooping the Colour celebrations, which marks the monarch's annual birthday parade, with a RAF fly-past.

FACT - Edward VII (1841–1910) is the only monarch to have both been born and died at Buckingham palace William IV was also born there, and our current queen, [Elizabeth II](#), gave birth to the Prince of Wales and Prince Andrew at the palace.

FACT - Buckingham Palace was at the centre of the suffragette campaign in 1914

In 1914, a group of women attempted to breach the palace's gates in order to present their 'Votes for Women' petition. Two suffragettes also chained themselves to the railings of the palace.



I'm sure that like me, you can remember the incident with the infamous **Michael Fagin** who broke into the Queen's bedroom and sat on her bed in 1982?...well here are the ins and out of who he was, how and why he did it and what happened to him afterwards.

FACT - Buckingham Palace intruder Michael Fagan: what happened and why did he break in?



On 9 July 1982, 31-year-old painter and decorator Michael Fagan broke into Buckingham Palace and made his way to the Queen's bedroom, in what was one of the biggest royal security breaches of the 20th century. The outrageous episode is set to feature in season 4 of *The Crown* – here, Charlotte Hodgman, editor of *BBC History Revealed*, explains what really happened. As Britain's longest-reigning monarch – a rule of 68 years and counting – it's fair to say that [Queen Elizabeth II](#) has probably seen it all. Prime ministers have come and gone; [the royal family](#) itself has endured scandal and division; battles on both a personal and international level have been fought, won and lost. But in 1982, not long after celebrating her 56th birthday, the Queen became embroiled in one of the most bizarre – and shocking – episodes of her reign. An event that would secure a place in history as one of the biggest royal security breaches of the 20th century.

At about 6.45am on 9 July 1982, 31-year-old painter and decorator Michael Fagan scaled one of Buckingham Palace's 14ft perimeter walls, precariously navigated its barbed wire and spiked crown, dropped quietly – and unnoticed – into the palace grounds and tried, unsuccessfully, to access the wider palace through a ground floor window. After shinning up a drainpipe, Fagan, who later confessed to having imbibed several glasses of whisky before enacting the audacious stunt, removed his socks and sandals before entering the palace through an unlocked window. After smashing – and accidentally cutting his hand on – a glass ashtray, which he intended to use to slash through pigeon netting on the roof as he exited the building, a bleeding Fagan, still clutching fragments of glass, began wandering the empty corridors. Fagan later claimed he had intended to slash his wrists with the glass in the presence of the Queen – an intention that had formed in his mind after smashing the ashtray.

What did Michael Fagan say to the Queen?

Precise details of what happened next have changed through the years, with Fagan himself altering his story several times. What we do know is that, at around 7.15am, the dishevelled intruder, barefoot and tipsy, eventually made his way to the Queen's bedroom, whereupon he gazed down at his no doubt startled and highly alarmed monarch in bed.

With the poise and calm for which she is famous, the Queen apparently asked Fagan “What are you doing here?”, before summoning help via an emergency buzzer. Initial reports that she stalled Fagan in 10 minutes of conversation while waiting for security are, according to later interviews with the intruder, unfounded.



“Nah!” said Fagan, “She went past me and ran out of the room; her little bare feet running across the floor... Her nightie was one of those Liberty prints and it was down to her knees”.

The Queen found herself in a predicament: the police sergeant who guarded her door at night had gone off duty at 6am; the footman was outside exercising the dogs; and two phone calls made by the Queen to the palace telephonist asking to send police to her bedroom had failed to bring help. But Her Majesty eventually managed to attract the attention of the maid and together they ushered Fagan into the pantry on the pretext of supplying him with a cigarette, whereupon – according to Fagan – the returning footman “[took] a bottle of Famous Grouse from the shelf and pours me a glass of whisky”.

The Queen herself kept the dogs away from the increasingly agitated Fagan and he remained in the pantry until the police finally arrived. The official Scotland Yard report later confirmed that a piece of glass had been

found in the Queen's bed, as well as a bloodstain on the bedclothes which had come from the cut in Fagan's thumb.

Why did Fagan break into the palace?

Motivation for Fagan's break-in is as vague as some of the events of that morning. The unemployed father-of-four variously blamed the influence of alcohol, as well as the magic mushrooms he had put in his soup some five months earlier – the after-effects of which, he claimed, had severely impacted his mental state. Certainly, Fagan was no stranger to the law and, prior to the palace break-in, had chalked up previous convictions for heroin dealing and a number of petty crimes. He also blamed his encounter with the Queen on the disintegration of his marriage and subsequent mental breakdown – his wife, Christine, had left him just weeks earlier – and the misguided idea that the monarch could help him.

Fagan's family seemed equally perplexed about the causes of his bizarre actions. According to *The Sun* newspaper, Fagan had told his wife that he was visiting a girlfriend in SW1 named Elizabeth Regina, who also had four children, but who was a little older than him. He had told his mother, too, about an SW1 "girlfriend" named Elizabeth. Fagan's father, meanwhile, described his son as a "royal fanatic", telling *The Sun*: "I think he would have put the Queen at ease straight away. He could smooth-talk anyone."

But in a 1993 radio interview – part of BBC Radio 4's *Famous for 15 Minutes* series – Fagan gave listeners more of an insight into why he had broken into the palace.

"The Queen, to me, represented all that was keeping me down and [my] lack of voice," he said. "I just wanted her to know what it feels like to just be an ordinary chap trying to make ends meet." When asked by presenter Jenni Mills if he had wanted to be caught, Fagan agreed, saying "Yes, just to make that statement: I am, I am..."

How many times did Michael Fagan break into Buckingham Palace?

The plot was to thicken even more when, in the wake of the scandal, it transpired that Fagan had form when it came to royal break-ins. When interviewed by police he claimed that his out-of-hours royal excursion on 9 July was, in fact, his second in a matter of weeks. *The Sun* stated that Fagan had actually made at least 12 visits to the palace. An earlier break-in, Fagan said, had taken place in June; just a few days later, according to an interview with *The Independent*, Fagan had stolen a car and driven from London to [Stonehenge](#) in search of his estranged wife, who had disappeared with the couple's children, earning himself a three-week spell in Brixton prison.

During the June break-in, Fagan admitted to climbing a drainpipe and entering a window on the third floor. Despite being spotted by a chambermaid, who immediately ran off to alert security (after a brief search, security failed to find anything amiss) and setting off a number of alarms (these were deemed faulty and switched off without investigation), Fagan claimed he had been free to explore the royal residence at his leisure. He had apparently tried out the royal thrones for size and comfort, "like Goldilocks and the Three Bears"; wandered past the rooms of [Prince Charles and Princess Diana](#); urinated in the royal corgis' dog food (after failing to find a toilet) and viewed the Queen's art collection, before setting up camp in room 108, where public gifts for the expected royal baby (Prince William) were being stored. There, he quaffed half a bottle of wine while he waited to be apprehended. When he failed to be discovered, he declared "'Sod it' and... went home."

How did Fagan manage to evade security and police?

As far as scandals go, the 1982 palace break-in was seismic, both publicly and privately. Then-Home Secretary Willie Whitelaw offered his resignation to the Queen (she refused it), while Prime Minister Margaret Thatcher rushed to the palace to apologise personally for the extraordinary lapse in security – a breach which

had come just a year after would-be assassin Marcus Sarjeant had fired six blank shots at the Queen during the Trooping of the Colour ceremony.

The official Scotland Yard report into the incident found that the basic cause of the breakdown in security had been due to a series of failures by police officers to act properly –including alarms that were not acted upon, failures of communication between police officers, alarm beams out of alignment and the fact that the wiring of an alarm button connecting the police control room to the Queen’s bedroom was only partially completed. Unsurprisingly, the level of police patrolling outside the palace was considerably enhanced after Fagan’s audacious break-ins, and significant improvements were made to perimeter security.

What happened to Michael Fagan?

In September 1982, Michael Fagan was tried for burglary at the Old Bailey as his weeping mother and sisters looked on. According to a report in *The Guardian*, Fagan smiled at his family, removed his false teeth, winked at girls in the gallery, groaned and wept at various points in proceedings, and was told to be quiet by the recorder, Mr James Miskin QC. Fortunately for Fagan, trespass was a civil offence in 1982 (it would become criminal in 1984), so he was only charged with burglary – ultimately, the jury took just 14 minutes to acquit him of the charge, and the judge committed Fagan for psychiatric evaluation.

Fagan spent more than three months at the top-security Park Lane psychiatric hospital in Liverpool, but was later deemed safe for release following a three-person, seven-hour mental health tribunal. He walked free in January 1983, despite an angry outcry by Conservative politicians. Prime Minister Margaret Thatcher allegedly told parliament that while she understood the “deep feelings of anxiety” surrounding Fagan’s release, the Home Secretary had no jurisdiction over the case.

Delighted at his freedom, Fagan made the most of his ‘15 minutes of fame’ and in 1983 recorded a cover version of the 1977 Sex Pistols song ‘God Save the Queen’ with punk band the Bollock Brothers. But the Buckingham Palace incident would not be his final brush with the law: two years after the palace break-ins, Fagan was remanded in custody after a fracas in a beach café, and in 1987 he was found guilty of indecent exposure after allegedly running around with no trousers on in front of a woman in London. In 1997, Fagan (together with his wife and 20-year-old son) was imprisoned for four years for conspiring to supply heroin.



Fagan and his estranged wife did eventually divorce, and he was granted custody of their four children. In July 2020, the *Daily Mail* reported that Fagan was “lucky to be alive” after first contracting Covid-19 and then suffering a heart attack.

The Queen – who has never publicly commented on the episode – has gone on to celebrate several milestones in her reign, including, in 2015, surpassing the reign of her great-great-grandmother [Queen Victoria](#) to become Britain’s longest-reigning monarch. She has also seen several other attempts by individuals to access the palace, although none have got as far as the royal bedchamber.

Other break-ins include:

1981 - Three German tourists scaled the wall in the Grosvenor Palace and camped overnight in the palace grounds, believing it to be park of Hyde Park. They were discovered by two gardeners the following morning!

1990 - Stephen Goulding is jailed for three months after breaking into the palace grounds. He claims he is Prince Andrew Windsor and declares that the Queen is his ‘mum’

- 1992** - An intruder walked into St James’s Palace and drank a whisky in Princess Alexanders private apartment
- 1993** - After scaling the palace walls, anti-nuclear protesters hold a sit down on the lawns of Buckingham Palace
- 1994** - America N James Miller is fined £200 and deported after he paraglided naked onto the roof of Buckingham Palace
- 1995** - Student John Gillard rammed Buckingham Palace’s wrought iron gates in his car at a speed of more than 50mph, tearing one of the gates off its hinges. Gillard was unhurt.
- 2002** - A drunken reveller entered St James’s Palace at night and reportedly knocked on Princes Anne’s door to ask for directions to Victoria Station. He is apprehended before any one answers.
- 2004** - Dressed as Batman, Jason Hatch, a father 4 Justice campaigner, unfurls a banner on the balcony of Buckingham Palace
- 2016** - Convicted murderer Denis Hennesy is sentenced to four months in prison after climbing the walls of Buckingham Palace and spending 10 minutes ‘admiring’ the gardens. When apprehended by police, Hennesy repeatedly asks officials ‘Is Ma’am in?’
- 2018** - Homeless man Steven Lawlor causes £210 worth of damage after entering the Buckingham Palace grounds to sleep, breaking poster boards and a display cabinet to use as bedding. He is jailed for 28 days for trespassing and 21 days for criminal damage (served concurrently)



Taken from: The official website for BBC History Magazine and BBC History Revealed

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We must not forget that our beloved Queen has just lost her husband of 73 years. His Royal Highness, The Prince Phillip, Duke of Edinburgh, sadly passed away on the 9th April 2021 at Windsor Castle. He was the longest-serving royal consort in British history, the family’s patriarch and a well-known figure in public life for two-thirds of a century until his final disappearance into seclusion in 2019. He was first introduced to the 13-year-old Princess Elizabeth during a royal visit to the college. Maybe she was more smitten with the handsome, blond, blue-eyed youth, five years older than her, than he was with the adolescent princess. Nothing in his copious later utterances hinted at a romantic nature, and the Dartmouth meeting turned out to have been engineered by Mountbatten. In July 1947, the couple officially announced their engagement and married the following November in the first big public spectacle during post-war austerity. The clothing ration had to be relaxed to provide a wedding dress. He carried out his duties exceptionally well throughout and although there have been hard times, he dedicated his life to both Queen and Country.



10th June 1921 – 9th April 2021

A little bit of what you fancy! - Sugar Donuts

Well, as it's National Donut Day on the 12th of May, I thought a donut recipe would go down a treat so get stuck in and let the baking begin!

This simple homemade donut dough is made with flour, milk, yeast, and sugar, then the donuts are fried and dredged in sugar. This recipe is easy to make and produces a very indulgent little treat! Make it once and you'll never use a different recipe for donuts. It's soo good!

Ingredients

Combine together

- 2½ tsp active dry yeast
- 2 tbsp warm water
- 1/2 tsp granulated sugar

Mix with a mixer

- 3¼ cups plain flour
- 1 cup whole milk warm
- 2 oz unsalted butter, room temperature
- 3 large egg yolks
- 2 tbsp granulated sugar

For coating

- 1 cup granulated sugar



Method

- 1 Prove yeast: Stir 2 tbsp warm water, 1/2 tsp sugar & 2 1/2 tsp active dry yeast in a tall glass. Leave to rise for 5-10 minutes or until doubled in volume and foamy. If it does not rise and foam up, discard the yeast and buy a fresh batch of yeast before you proceed with the recipe.
- 2 Make donut dough: Mix together 3 1/4 cups flour, 1 cup warm milk, 2 oz room temperature butter, 3 yolks, 2 tbsp sugar and the proofed yeast mixture in mixer on low speed, with the dough hook attachment until the dough comes together, about 2 minutes. Slightly increase the speed and knead for another 15-20 minutes or until the dough is tacky to touch.
- 3 Shape donut dough: Pick up the dough, form it into a ball. Butter a large bowl (for proofing), place the dough ball back in the greased bowl, then grease the dough ball itself to prevent it from forming a crust.
- 4 Prove: Cover with a clean kitchen towel, place in a warm draft-free place and allow to rise for 1-2 hours (depending on how warm it is) until at least doubled in volume.
- 5 Cut out 5"x5" squares of parchment or wax paper.
- 6 Punch down the dough, turn it out onto the greased surface (can use non-stick spray) and roll it to 1/2 inches thickness. Cut out as many rounds as possible with a 3-inch round cookie cutter and place 1 dough disk on 1 piece of prepared parchment paper. Keep re-rolling and cutting out as many donut disks as you can until all donut dough is used up.
- 7 Cover cut out doughnuts with a clean kitchen towel and allow to rise for 45 min to 1 hour or until doubled in size.
- 8 Heat 1 1/2 inches oil in a heavy pot (cast iron) to 350F. To fry donuts, drop several of them at a time and allow to become golden before turning to the other side, about 1-2 minutes per side.
- 9 Transfer to paper towels or wire rack to drain. Let cool.
- 10 Once the doughnuts are cool enough to handle, roll them in granulated sugar or powdered sugar.

For a bit of extra luxury, use an icing bag with a small nozzle to inject jam, chocolate, treacle, custard or anything else that takes your fancy.....mmmmm but watch those calories!

Editor's Choice.....

CAUGHT MY EYE.....



Chronological History of the Automobile Association (AA)

On **19 June 1905**, Charles Jarrott and a group of other like-minded individuals met at the Lyons' Trocadero Restaurant in Shaftesbury Avenue, London. Forming a committee and operating under the initial title of 'The Motorists' Mutual Association', (MMA) they came together to consider ways to overcome the perceived police oppression of early motorists and their use of speed-traps. Just a week later, on **26 June**, the MMA committee voted to change its name to The Automobile Association (AA). They held their first General Meeting as the AA at the Trocadero on **29 June**.

The strategy they formed was to employ cycle scouts to patrol main roads and warn members of any police traps ahead. Initially, a motor cyclist and three pedal cyclists were recruited. As motoring became more popular, so did they – the 100 AA members in **1905** grew to 83,000 by **1914** and as AA membership expanded, so did their activities.

The first AA patrols had no uniforms and only basic pedal cycles. They worked at weekends only, patrolling the Brighton and Portsmouth roads where their official duties were laid down as 'indicating dangers on the road and helping motorists who had broken down'. Uniforms were issued from **1909**, by which time there were patrols all over the country, including Scotland. By **1912** there were 950 cyclist patrols.

In **1907** the first [AA insurance](#) policy was launched – arranged with Lloyds and with no profit going to the AA. In 1906 a legal defence fund had been set up to ensure legal representation and payment of lawyers' fees. The AA took no more active part in motor insurance until **1967**.

To cater for the increased popularity of touring by car, the AA appointed agents and repairers throughout the UK. 1,500 agents were listed in the AA Members' Special Handbook, which first appeared in **1908**. The first hotels were listed in the handbook from **1909**. They introduced the first AA routes around **1912** with handwritten details and by **1929** they were issuing 239,000 routes a year.

From **1912** the AA started inspecting and classifying hotels. Those receiving the famous AA star classification were included in subsequent editions of the Members' Handbook. From the start, hotel inspectors paid for themselves and accepted no favours. The star system was derived from one used to classify brandy – AA Secretary Stenson Cooke had once been a wine and spirit salesman – with a 3-star hotel being defined as a really decent, average middle-class hotel.

Speed

The use of motor cars was initially met with hostility, suspicion and resentment – they were noisy and dirty, and alarmed horses. Motor cars were initially classed as 'locomotives' (under the Locomotives on Highways Acts **1865**) and their speed was limited to 4 miles an hour. They had to be preceded by a footman carrying a red flag. By **1878** each 'locomotive' had to be preceded at least twenty yards by a person required to assist horses in passing the locomotive, but he no longer had to carry a red flag. This law was repealed in **1897**, with the Locomotives on Highways Act 1896, and the speed limit increased to 14 miles an hour. The Motor Car Act of **1903** stipulated a speed limit of twenty miles an hour.

Police speed traps and the AA salute and Early enforcement

The police forces of the day enforced the new speed limit with such vigour and enthusiasm that it was tantamount to persecution. A trio of officers would choose a rural stretch of straight road and hide in the

bushes waiting for the unwary driver. Two plain-clothes policemen would station themselves a measured furlong apart. The first would use a white hanky to signal an approaching motorist and the second used a stop-watch to time the motorist over the furlong. As little as 2 miles over the limit was sufficient for the trap to be sprung, and the third, uniformed officer, was on hand to signal an offending motorist to stop. Penalties imposed by unsympathetic County Magistrates were harsh. The usual fine was £5 – equal to a month's wages – with the alternative of 4 weeks in jail. Called 'hedge-hogs' by the early day drivers, this zealous police persecution was killing the new era of motoring.

The AA is born

In response to this police oppression, a London motor dealer, Charles Jarrott (of Charles Jarrott & Letts Ltd) started to organise a special staff of cyclists skilled at judging speeds. Bearing red flags, they patrolled the Brighton Road to caution those they considered were travelling at a speed which was illegal or dangerous. Subsequently, in June **1905**, a group of enthusiasts, Walter Gibbons, Charles Jarrott, Ludwig Schlenheim and Alfred Harris, banded together under the title 'The Motorists' Mutual Association'. Amongst its objectives was to continue patrolling the Brighton Road, as done by Charles Jarrott & Letts Ltd and to patrol other main roads as subscriptions are obtained. Meeting at the Trocadero in Leicester Square, London, they formulated their strategy and agreed a plan of campaign. Scouts were to 'sniff out' traps along the main roads and wave down unsuspecting drivers approaching the 'measured furlong' at more than 20 mph. A motorcyclist and three pedal cyclists were engaged to operate the section of Brighton Road to Crawley, while four more cyclists operated the Crawley to Purley stretch, all operating at weekends only. A month after their inaugural meeting the MMA changed its name to The Automobile Association. Many first scouts were Fleet Street newsboys. Being energetic and physically fit and using their own bicycles, this weekend activity was seen as a bit of sport and a marked contrast to delivering newspapers. John Drew is credited with serving longer than any other of those early scouts and rose through the ranks to become a superintendent. He was buried at Watford Cemetery on the 12 February **1936**.

The 'Fairmile Case', 23 September 1905

Some scouts were called on to give defending evidence in courts. One scout, William Jones, swore an oath that he followed a motorist and AA member Herbert Johnson – accused of exceeding the 20mph limit – along the Fairmile stretch of the Portsmouth Road, on his bicycle at a speed of no more than 15 or 16 mph. Johnson was convicted and Jones subsequently arrested and charged with perjury. The AA staked every penny of its funds to bring about his acquittal. Not only did it face bankruptcy, but more importantly its reputation was put on the line as this was only 3 months after the AA had been founded. Thankfully the case was won by the AA.

First scouts

In 1906 seven roads were being patrolled by the first scouts who were expected to turn out neatly dressed in a cycling costume – knee breeches, stockings, boots, jacket, cap collar and tie. As late as 1909 patrols were expected to provide their own breeches and boots with only the cap, jacket and ancillary equipment being supplied by the AA. Red and white badge Scouts were supplied with a yellow armband with the letters AA on it to be worn on the left arm above the elbow. They were also supplied with a reversible red and white circular metal disc badge with a leather strap which was buttoned to the front of the scout's coat near the neck. The badge carried the AA sign together with the scout's own number, and would be shown to all passing drivers, not just AA members.

- White side of badge (and a military salute) – I am here if you want me
- Red side of badge (and a military salute) – please drive more carefully.
- Red side of badge held in the right hand above the head – Stop please

AA members would be recognised by their membership badges on their motor cars, and thus the scout would be able to provide them with information and assistance if required.

Series of a Brief History of Road Safety Under the Reign Of: Edward VIII, George VI & Queen Elizabeth II (to 1970)

Edward VIII

- 1936** Trunk Roads Act transfers responsibility for main roads from local authorities to Ministry of Transport
Chancellor of the Exchequer Winston Churchill winds up the Road fund, bringing to an end hypothecated road taxation

George VI

- 1937** Dipped headlights introduced and safety glass for windscreens and speedometers were made compulsory. Morris Series E Saloon launched. This 8hp car was the cheapest in Britain costing £128.
- 1939** World War II starts September 3. Driving tests suspended on September 2 due to impending war. Petrol rationing introduced allowing about 200 miles of motoring per month for each motorist. There are two million cars on Britain's roads and road deaths totalled 8,272, the increase probably being due to the blackout and Insurers complain that the incidence of car accident injury claim cases continues to increase, placing a strain on their resources. So much so that a 20mph speed limit in darkness was introduced to attempt to combat the high incidence of road accidents. Introduction of British Summer Time, partly due to the road death toll. Road signs removed due to the threat of enemy invasion and under occupation, use of cycle paths becomes compulsory in the Netherlands
- 1941** RoSPA formed. 9,169 road deaths including 4,781 pedestrians. This is 38% higher than the immediate pre-war figure despite their being under half as many cars on the road
- 1944** Volvo introduce a safety cage on volume production cars
- 1945** Henry Ford resigns as president of The Ford Motor Company
- 1946** Driving tests reintroduced 1 November
Triumph 1800 introduced with American-style steering column gearshift
- 1947** A period of one year was granted for holders of wartime provisional licences to convert to a full licence, without having to take a test. RAC/ACU (Auto Cycle Union, trivia fans) Motorcycle Training Scheme launched
- 1948** Flat rate car tax set at £10 per car
- 1949** The Institute of Advanced Motorists (IAM) was formed with the aim of raising driving standards by offering an Advanced Driving Test
- 1950** Seatbelts fitted for first time to Nash Rambler, intended to prevent sleeping passengers from falling out of their seats. Petrol rationing ends



- 1951** Zebra Crossings introduced with the first one being in Slough.

By **1951** the black and white stripes, with Belisha beacons on either side of the road, were approved as 'Zebra' crossings; the first officially installed in Slough. A year later further "improvements" were made to pedestrian crossings and the flashing Belisha beacons.

Elizabeth II

- 1953** Radial Ply tyres introduced.
- 1955** League of Safe Drivers Formed - amalgamated with RoSPA in 1980 to become the RoSPA Advanced Drivers Association.
- 1956** Driving tests suspended on 24 November due to the Suez crisis and anyone who had held a driving licence for one month during the crisis was allowed to drive unaccompanied. The Institute of Advanced Motorists introduced the Advanced Driving Test and petrol rationing was introduced in December.
- 1957** Compulsory driver testing resumed on April 15. The three-year driving licence was introduced in September and petrol rationing ended in March.
- 1958** The six-month provisional licence was introduced in March as well as Britain's first motorway, The Preston by-pass opens. Costing £4m to build and 8.5 miles in length, it is now part of the M6. Parking meters introduced. The first were installed outside the American Embassy in London on 10 July.

- 1959** The BMC Mini goes on sale, price of £500. Ford Anglia (105E) rolls out at Dagenham and the M1



motorway is opened by Ernest Marples, the Minister of Transport on 2 November. The first section ran for 72 miles from St Albans to Birmingham and cost £50M to build (£10 for every car on Britain's roads!). The section from St Albans (Park Street Roundabout) to



Hemel Hempstead was later bypassed and became the M10. Double white lines were introduced as road dividers. Hammersmith flyover in London was built at a cost of £1.3m. Number of cars on British roads exceeds five million!

- 1960** MOT test introduced for vehicles over 10 years old covering brakes, lights and steering. Learner motorcyclists restricted to machines under 250cc. Traffic Wardens appear on the streets of London.
- 1961** Highway Code revised. 10 million vehicles on British roads and 350,000 casualties in total The Tufty Club is formed. Bob Davis is not happy: the mutant squirrel teaches the next generation of drivers that the car must always be deferred to. Automated multi-story car parks open in London The first self-service fuel station opens, at Southwark Bridge, London. E Type Jaguar launched.

- 1962** Voluntary Register of Approved Driving Instructors (ADIs) passed by Parliament Panda Crossings introduced (a forerunner to the pelican crossing, a traffic-light controlled crossing with pedestrian push-button actuation). Commercial Vehicle test inaugurated. Valid MOT certificate now needed in order to obtain tax disc and the Ford Cortina was launched.

- 1963** Warboys Report proposes present day (continental style) traffic signs Automatic disqualification now mandatory for anyone with three driving licence endorsements in a three-year period. Number plates with alphabetic suffix introduced starting with 'A' in January Dartford Tunnel opened in November at a cost of £13M. (see second tunnel 1980) and three London streets were pedestrianized on an experimental basis.



- 1964** Box junctions marked with yellow cross-hatching introduced in London, the Forth road bridge was opened by The Queen and Vauxhall produces Viva (HA) at its Ellesmere Port factory

remaining 5 minutes away from your desk. Stand up, stretch. Walk around a little. Roll your shoulders back and down, nod your head back and forth. Try massaging away the tension with your fingers. Your back will thank you.

WORK YOUR CORE

We always say it, but it's true: your core is one of the most important parts of your body. That band of muscles around your stomach and back does more than just look good during bikini season: it supports you while you're standing upright and keeps you balanced.

DE-STRESS WITH MEDITATION

One of the secret causes of back pain is stress. When you encounter a stressful situation the most ancient part of your brain kicks in, sending you into fight or flight mode. Your muscles tense, your shoulders pull upward, and your breathing accelerates. Adrenaline floods your bloodstream. It'd all be very useful if you were face-to-face with a cave bear in an ancient forest – but today, when all you're facing is an irritating conference call, it just overloads your system and put pressure on your spine.

Laughter is the Best Medicine

Q - What's the difference between an alligator and a crocodile?

A - One will see you later and the other will see you in a while!



Q - What do you call a can opener that doesn't work?

A - A can't opener!!

Q - How do you make Seven even?

A - Take away the S!!!



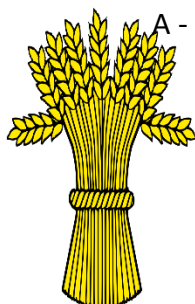
Q - What goes beep?

A - A zebra walking past a checkout!!!!



Q - What did the farmer say when his hay blew away?

A - Hay.....come here!



Q - What do you call a criminal walking down the stairs?

A - A condescending con descending!!



Q - Why should we be wary of stairs?

A - They're always up to something!!!



Q - Why don't ants get sick?

A - Because they have little antibodies!!!!



**And finally....don't forget to look us up on the links below,
have a go at the quiz on our website and**

DON'T FORGET TIM STANLEYS PRESENTATION ON THE 20TH MAY AT 7.30pm

(Zoom ID & password will be sent out in plenty of time)



Group Website

www.scunthorpegrimsbyadvancedmotorists.org



SAGAM can be found on Facebook at:

[@SGAMG1](https://www.facebook.com/SGAMG1)



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