

Scunthorpe & Grimsby Advanced Motorists

Group No 7080 Charity No. 10631 May 2022 Edition

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

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Hello and welcome to the May edition of the SAGAM Newsletter

Finally!! We were all able to meet up on the 27th April and enjoy our first social night together in almost 2 years!

The isolation that some of us have had to endure during the Covid pandemic has been, in no uncertain terms, horrendous. For those of us who live alone, the days have gone so slowly and the nights I guess have been even slower, especially when sleep doesn't come easy. For every one of us, the last two years will be remembered with sadness and frustration at not having been able to meet with our loved ones: our grandchildren and great grandchildren have grown so much since we saw them last but it has also been about not being able to say our last goodbyes to family and friends who have, for various reasons, passed over during the pandemic. Personally, we lost a much loved brother-in-law and niece and we know of others who have also lost. Although we still have to be careful, we are somewhat 'back to normal' and can hopefully put the last two years behind us. So with that in mind.....

On a cheerier note and looking forward, our social night was on the 27th and was really good one because our President, Mick Harris, gave us a talk about his time in the police force which was *extremely* interesting, given that he served in the force for many years and so he had many a tale to tell! The write up from the 27th will be in the June edition, along with several photos.

And don't forget as well that thanks to Mick, we still have many **FREE** young driver courses currently on offer, funded by Safer Roads Humber. The young driver must be between 17 and 24 years old and could access free taster drives which may lead onto a fully funded Advanced Driver Course. In addition, because the IAM has agreed to keep the price at the amount prior to the recent rise, these are worth between £65 and £149.

Do you know anyone who would benefit from a Skills for Life Course?

If so, please get in touch with us at one of the addresses or phone numbers in the committee list or visit;

[Free Courses for Humberside | IAM RoadSmart | UK Road Safety Charity](#)

Please feel free to share the above to anyone whom you think may benefit from one of our free courses.

If you do know of anyone, don't let this incredible opportunity slip through their fingers!

We are also looking for new committee members. Some young stuff would be ok (lol) but of course we are open to anyone who would like to join us. We meet on the second Wednesday of every month at 7.30pm for about half an hour or so and with most things back to normal, we will be meeting either face to face or via Zoom. Everyone is very friendly and all ideas are listened to, so if you want to come along and see what you think, you are more than welcome – we look forward to seeing you!

There's sure to be something inside to attract your attention so I hope you enjoy browsing through the May edition and if you would like anything publishing in ANY future edition; a photo, write up or anything else, please email me at publicity@scunthorpegrimsbyadvancedmotorists.org Our Social Night was on the 27th April and again, a write up from it will be in the June edition along with several photos.

Did you find the Ad Lad? Carol Blades was the first to spot him hiding on an Easter biscuit on page 6. I wonder who will find him first this time? Will it be you? Have a good look for him – he's hiding really well in this edition.....



Welcome

To our new member

Pippa Jones





Chairman's AGM Report 2022

Greetings everyone,

My report this year is a bit bland, but I'll try to quickly highlight the relevant points to you all. To be fair it's been rather bland for a year or two, but we're seemingly coming through it all. We have been blessed with helping 6 candidates from Northern Power Grid to complete the course. I have to say all 6 passed and 2 of them achieved a "F1rst category". We also had another successful test as well, that wasn't part of the NPG group.

*Over the last year or so, your committee have been strengthened by relevant IAM Zoom training webinars. One of these was especially useful to me as we were hosted by our regional manager and I think I can say for all of the other chairman taking part, that it was very beneficial to us all. One of the big stumbling blocks for us recently was created by the IAM putting the course fees up, quite alarmingly. To this end you may already be aware that we decided to sponsor new members ourselves, by reducing the whole course down to just **£95.00**. However this will be for a limited duration only. We are also able to offer a tremendous deal for 17 to 25 year old drivers, who can take up the offer of the full course, or separate training runs with an actual test at the end of it. On successful completion of the test, the full fee will be reimbursed to the candidate. Safer Roads Humber have very kindly agreed to sponsor our young drivers incentive, after many hours of hard work from Mick Harris. So a very big thank you to Mick for bringing this to fruition. As well as all the webinars, we also did quite a few very successful Zoom social meetings, and shared in other groups' Zooms too. At this point, I would like to say thank you very much to all the members and friends that joined us on the Zooms, which all added to make them better meetings with audience participation.*

I'd like to conclude by thanking all the committee for their never ending work and support. Also a very big thank you to Allen Hardman and Ian Greenbeck who are both standing down from the committee. At this point, I would like to make a desperate plea to try and get more people onto the committee, especially someone youngish. There are three spaces vacant. Also I'd like to thank our regional manager Peter Serhatlic for all his continued support. Also when Dawn Kitching had to stand down at short notice due to personal reasons, Jan Burditt quickly stepped up to the plate. So my thanks to Dawn for all her hard work and also to Jan for taking up the baton and doing an excellent job. Thanks also in particular to our treasurer, Malcolm Gothard who has guided us for about 27 years now. Malcolm's thriftiness and good planning, is what's helped us to keep in a good financial state, which enables us to offer the new course price. He did all that and still didn't increase local subs. Most of all I want to thank each and every one of you for your continued support, both throughout the Zoom meetings, but generally throughout the years. You are the reason we try and keep your group going.

Thank you one and all.

Kind regards,

Terry Heath

Chairman & N.O.

S.A.G.A.M

Treasurer's Annual Report

As usual members' subscriptions and the associated Gift Aid are our main source of income, so a big thank-you to all of you for continuing to support our activities. Our financial position enables us to encourage new associates to join us by offering discounts on the Skill for Life course, the full price of which has just increased from £149 to £175. For young drivers under 25, and funded by Safer Roads Humber, we have a number of places on SfL courses where the fee is refunded on completion. If you know of anyone who qualifies for this offer please bring it to their attention. Expenditure has been higher than last year with our Mobile Display Unit needing servicing. Another unusual item was that following the merger of the Grimsby and Scunthorpe groups, new badges were needed for committee members. Now that most members receive their newsletters by email, costs are much lower than was the norm even though they have been produced monthly instead of bimonthly. At the end of the financial year we had 88 members including 8 associate members. The 2021/2022 accounts can be seen on page 5.

Secretary's AGM Report 2022

Some of my report, reiterates what Terry has already said, so please bear with me.

The last 15 months have been unprecedented insofar as the pandemic stopped almost everything, including our SAGAM group, however the committee have continued to meet via Zoom to ensure everything was kept together. But after saying that, we have had 6 National Power Grid associates complete their Advanced Driving Course, so well done everybody and if you're here, you'll receive your certificates tonight. Our President, Mick Harris worked really hard and managed to secure funding from Safer Roads Humber, so that we can offer 40 training runs with a test at the end and 10 free full course to under 25's, 2 of which have already been taken up and just to remind everyone, we are currently offering the course at the vastly reduced rate of £95 which will be reimbursed on successful completion. Obviously due to covid other than the above, not a great deal has gone on with the group but lots of volunteers have been working in the background to ensure the group stayed together and on behalf of the team, I would like to thank everyone, including Allen Hardman and Ian Greenbeck who have shown dedication and commitment to the group throughout the pandemic. You have all worked to make sure the group was able to stay together and have involved as many members as possible in various ways....

Moving on, and again on behalf of all the committee members, past and present, I would like to say a huge thank you to Dawn Kitching who for personal reasons, stepped down as group secretary a few months ago. For the past few years, her dedication to the role was unwavering in both the secretarial role as well as part of the MDU team. Dawn, we would like to present you with these flowers as a token of our gratitude for all you have done and we wish you and your family well, for the future.

Lastly, when Dawn stepped down, Terry asked for volunteers to take the committee meeting minutes, I said I would do it and *have* done ever since. Although the secretary role takes up a bit of my time, I still have plenty left to edit and publish the monthly newsletter to keep everyone up to date with the groups' progress and to keep in touch. But if you could take it on board that I would still be grateful for any contributions in the way of articles, recipes or anything else, that would be great.

Kind regards,

Jan

Secretary/Newsletter Editor & Publisher

Observer Team News

*H*ello everyone.

We have no tests or check tests to report this time, although we can report that we have six associates undergoing and at different stages of ADC training.

A warm welcome to Pippa Jones who has become our newest associate and we give her our best wishes as she begins her ADC journey with us. You will be aware from earlier reports that member, Chris Bilton has been undergoing Local Observer training, which is now complete, and with all boxes successfully ticked and reported he has gained IMI approval to become the newest member of our Observer team. Well done Chris we are pleased to have you on board. It doesn't stop there though, because Chris is also a Fellows member and has recently successfully taken IAM RoadSmart fellows reassessment. Fellows status is dependent upon retaking and successfully passing IAMR's test every three years. Once again, Congratulations Chris.

We had our MDU in service last Saturday (23rd April) in Sainsburys Scunthorpe car park. Although not a great response, we did have some interest and we got to fly the flag and who knows how many who saw us might get in touch at a later date. Always on the lookout for new associates, the group offering full courses for £95.00 instead of the current £175.00, so, if you know of anyone who might be interested, now is the time to tell them, because it is at this price for a limited time only.

There is also the Safer Roads Humber package which needs mention. Details are on SAGAM website. Take a look. As usual the Observer Team are only Phone call. Email or text away if you need any driving queries answering. Lastly. Remember, The new Highway code rules are there to be read and understood. So let us, members and Observer Team alike be there to set an example to all, in knowledge of this and driving in general. On behalf of the Observer Team. Safe driving.

Paul Cassell.

SAGAM Accounts Sheet to 31st March 2022

Scunthorpe and Grimsby Group of Advanced Motorists					
Annual Balance Sheet					
Income and Expenditure Accounts to 31st March 2022					
	2021-2022	2020-2021		2021-2022	2020-2021
INCOME			EXPENDITURE		
Members' Subscriptions	777.5	750	Postage	0	30.31
Subscriptions paid in advance	10	40	Insurance	152	0
Gift Aid	95	0	Stationery		
Donation	13	10	Log Books	14	
Region 7 Forum refund	233.88	0	Paper	0	5.16
Raffle	29	0	Raffle Prizes	14.5	0
Advertisers	20	0	Badges	129.6	0
			Newsletters		
			Postage	41.58	32.7
			Printer Cartridges	55.86	238.34
			Stationery	5.1	9.35
			Donation	40	0
			Zoom meetings	71.95	28.78
			Web Address	34.79	31.19
			PPE	0	114.9
			Sundries	20	18.5
			GDPR Fee	40	40
			SfL Course Subsidy	60.1	0
			Mobile Display Unit		
			Flag	50	0
			Service	210	0
TOTAL	1178.38	800	TOTAL	939.48	549.23
Opening Balance	3474.76	3223.99			
Total Income	1178.38	800			
Total Expenditure	-939.48	-549.23			
Closing Balance	3713.66	3474.76			
Closing Bank Balance	3713.66				
Closing Cash Balance	0				
Total	3713.66				

SAGAM CONTACTS & OTHER DETAILS

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

Terry Heath

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chairman@scunthorpegrimsbyadvancedmotorists.org

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

VICE-CHAIRMAN

Paul Johnson

Tel: 01724 721156

SOCIAL MEETINGS

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

TREASURER

Malcolm Gothard

01724 764237

22nd June, 24th August,
26th October.

SECRETARY

Jan Burditt

Tel: 07834 170 678

NEXT ISSUE

June 2022

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 please.

GDPR

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[WEBSITE](#)



Scunthorpe and Grimsby
Advanced Motorists



@SAGAM

Committee Meeting Dates for 2022 are:

11th May; 8th June; 13th July; 10th August; 14th September; 12th October; 9th November;
14th December.

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

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

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John Wigmore

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In an earlier edition, there was a brief paragraph about speed limiters being put onto cars from 2022. Here is some more information....

The top speed you can legally drive on UK roads is 70 mph. So why can cars reach speeds of over 100 mph?



The [European Transport Safety Council](#) says that 26,000 road deaths happen in Europe every year, and speed is one of the key reasons. As a result of this research, new speed limiting software called the Intelligent Speed Assistance system (ISA), has been developed. The software will be mandatory for all new cars from this year despite the UK leaving the EU.

What is a speed limiter?

As the name suggests, a speed limiter is a safety device that stops you from driving faster than the prescribed speed limit on that road. A speed limiter device is different to cruise control, which helps drivers maintain a consistent speed and reduce fatigue on longer journeys.

When will speed limiters be mandatory?

From 6 July 2022, all new cars will need to have a speed limiter device fitted.

How do speed limiters work?

Intelligent Speed Assistance systems use either a video or a GPS-linked system to detect speed signs. The system will then alert the driver if they're going over the [speed limit](#), and if the driver doesn't slow down the speed limiter should intervene. It does this by limiting the engine's power, rather than applying the brakes. The car should then naturally slow down to the new speed limit. Critics have expressed concerns that the signals employed by ISA systems can be irritating for drivers. In recognition of this, manufacturers are being given a number of different options to alert drivers. These include:

- Speed control systems can automatically reduce the engine's power
- Gently pushing the driver's foot on the pedal back
- Using flashing visual signs, followed by audio announcements if the driver doesn't slow down
- A visual symbol followed by pedal vibrations if the speed doesn't drop

In December 2025, data will be assessed and decisions made around the best way for speed limiter devices to alert drivers.

Why are mandatory speed limiters being introduced in the UK?

Besides the life-saving potential of the technology, it's thought that speed limiters could bring [cheaper car insurance](#) premiums. [Fuel economy](#) and CO2 emissions might also improve as a result. Could the new system spell an end to [speeding fines](#), too? It's certainly possible, and it's a feature that Ford has capitalised on when promoting speed limiters in its vehicles. But this also relies on the driver responding to the ISA alerts. Matthew Avery, director of research at Thatcham Research, says:

"Many drivers want to remain safe and drive within the law, however changing from one speed limit to another can be difficult and distracting. In this respect, Intelligent Speed Assistance systems help to not only keep drivers safe but also legal. The new automatic detection software spots walkers, cyclists and vulnerable road users. With the new software in place, people may feel safer and be more likely to walk or cycle."

Do speed limiters mean I won't get a fine?

Even if you have a speed limiter device fitted to your car, you're still responsible for the speed you're driving at. This means that if you're caught speeding you could still be stung with a fine.

Matthew Avery warns that there are limitations to the technology when it comes to detecting speed:

"Speed signs can often be obscured or inaccurate, while GPS mapping can be out of date. Temporary limits and road works can confuse the system too. This could lead to speeding fines if the system isn't

picking up the limit correctly. And drivers will still be liable, whether they were relying on the system or not.”

[The ETSC](#) says that the technology used in ISAs has a high level of accuracy. It has the ability to detect temporary speed limits, digital signs and overhead signs. ISAs also have an in-built function which means it can detect over-the-air updates to speed limit information. But ultimately, the car’s speed is the driver’s responsibility, The ETSC says:

“ISA is a driver assistance technology: the driver, not the car, is responsible for obeying the current speed limit at all times.”

If the ISA detects a lower speed limit than permitted the driver would be able to override the system.

The same applies if the ISA detects a higher speed than allowed. The driver would have to slow the car to the correct speed. Driving assistance tools like ISAs are there to ‘assist’ drivers, not take full control of the vehicle. So even with the system, you’re not guaranteed to escape speeding penalties.

Will the UK adopt speed limiters even though we've left the EU?

Yes. [The Vehicle Certification Agency](#) will continue to follow EU regulations. This means that even though the UK has left the EU, speed limiters will still need to be fitted to new cars. Even if the rules didn’t apply, it’s unlikely that EU-based vehicle manufacturers would make models with additional different specifications just to please the UK market.

Will speed limiters affect my car insurance?

The European Transport Safety Council believes that the technology could reduce road collisions by 30% and deaths by 20%. If those forecasts prove accurate, then as well as making the roads safer there should be fewer [car insurance claims](#). Fewer claims could see premiums fall. After all, insurers base their premiums on risk. And if there’s a lower risk of a claim being made, the [cost of insuring your car](#) could be reduced.

Do I need to add a speed limiter to my car in 2022?

Not yet. The rules just apply to new cars. ETSC has confirmed these systems don’t need to be retrofitted, so you won’t need to fork out to get one installed in your motor just yet. Speed limiter removal: is it allowed? It is possible to switch off your speed limiter device. However you cannot permanently disable it - the next time you switch on the engine the speed limiter will be switched on again. It’s also possible that the authorities might scrap the option of [turning it off in the future](#). By installing a speed limiter device and keeping it switched on as a default, the hope is more motorists will take advantage of the technology and road safety will improve. However, even when the speed limiter is on, there are some circumstances when you can override it. An example of this is if you’re overtaking on a road where there’s a decrease in speed limit. After alerting you, the car should automatically start to slow down. By pushing down hard on the accelerator, you can override the system and complete the manoeuvre safely. If you stay above the speed limit, the system should sound a warning and display a visual alert. The alerts remain on until the driver is within the speed limit.

What cars have speed limiters already installed?

Many models already use the ISA system, including: *Ford *Mercedes-Benz *Peugeot *Citroen *Renault.

Volvo has welcomed vehicle speed limiters, too. It was the first manufacturer to roll out the system across all its models. The company will cap the speed of all new cars at 112 mph. Matthew Avery goes on to say:

“Euro NCAP has tested manual speed limiters since 2009 and has long promoted their fitment to new cars. In fact, most new cars now have ISA fitted as standard. In 2018 manually-set ISA systems became a requirement as part of the five-star Euro NCAP rating for safety.”

Volvo is also developing ‘smart speed controls’ that should detect when a car is driving near a vulnerable site, such as a school or a hospital. It’s hoping to develop the technology to improve driver behaviour.

Above article taken from [confused.com](#) 16/02/2022

2022's safest and least safe cars

Looking for a new car? See the safest and least safe cars here to help you decide.

[View the safest cars](#)



Could you be charged £1,000 to park at work?

Workplace parking levies could be rolled out across the UK. But with the cost of living continuing to rise – is this the right time to be introducing them?

[Is your city on the list?](#)



Speed cameras should be checking your tax, insurance, and MOT according to 89% of motorists

IAM RoadSmart is highlighting to the police, councils and safety partnerships that the overwhelming majority of UK motorists support the use of safety camera technology to check for insurance, MOT and road tax offences.

[Find out more](#)

IAM Member Offer



Set sail to France or Spain this summer with Brittany Ferries and save 5% on crossings, as well as 7% off Sail & Stay holidays to France, Spain and Portugal

[READ MORE >](#)

Are you happy with your Member Benefits? Let us know your thoughts on current offers, and offers you'd like to see, by filling out our survey below.

[Complete the survey now](#)

A little bit of what you fancy! - Cadbury's Heroes Chocolate Cheesecake

You may still have some chocolates left from Easter so why not make this lovely cheese cake with them!

Ingredients

Cheesecake Base

- 300 g Milk Chocolate Digestives
- 100 g Unsalted Butter

Cheesecake Filling

- 125 g Milk Chocolate
- 125 g Dark Chocolate
- 525 g Philadelphia Cream Cheese
- 75 g Icing Sugar
- 300 ml Double Cream
- Cadbury's Heroes (optional)

Decoration

- 100 g Dark Chocolate
- 100 ml Double Cream
- Cadbury's Heroes

This cheesecake will last for 3 days in the fridge!

Use a good handful of chocolates in the filling (Excluding the eclairs), and a good handful on top (including the eclairs!) You can make the cheesecake in advance and freeze before decoration, just make sure to set it fully first before freezing.

Recipe taken from : [Cadbury's Heroes Chocolate Cheesecake! | AD - Jane's Patisserie \(janespatisserie.com\)](http://janespatisserie.com/Cadbury's-Heroes-Chocolate-Cheesecake-AD/)

For the Base!

Blitz your biscuits to a fine crumb using a food processor, or a bowl with the end of a rolling pin. Melt your butter to liquid, and then mix in with the Biscuits. Press into the bottom of an 8"/20cm Deep Springform Tin. Chill the base for 20 minutes.

For the Filling!

Melt the Two Chocolates together until smooth. Whip together the Cream Cheese and Icing Sugar until smooth. Add in the Melted Chocolate and whip till combined. Add in the Double Cream, and whisk till thick! Mix with the spatula to make sure it's all smooth and combined, and then add in some chopped Heroes and stir through.

Spread onto the biscuit base, and leave to set in the fridge for 5-6 hours, or preferably overnight!

For the Decoration!

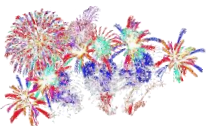
Melt together the Dark Chocolate and Double Cream in short bursts in the microwave. Stir till smooth! Spread and drip the Ganache over the top and sides of the cheesecake, and add on some Cadbury's Heroes! Sprinkle on your favourite sprinkles, and enjoy!



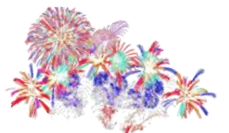
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SUPPORT YOUR FAMILY & FRIENDS TO BECOME AN ADVANCED DRIVER

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

**Tell your friends and family now, for them to take advantage of our current offer
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278, Pelham Road, Immingham, North East Lincolnshire



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

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

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



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

Show us photo identification along with your current IAM membership card and we'll give you 10% off your order!

Advertising in our Newsletter

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

The cost of advertising is:

Full page - £40.00: Half page - £20.00

Costs are per annum and there are 12 monthly issues

Corinth Canal

Anyone who has looked at a map of Greece will have seen that the mainland is divided almost in two by the East-West Gulf of Corinth.



As early as 1870 it was realised that a canal could be cut from Diolkos at the East end of the Gulf to Isthmia on the Sarolic branch of the Aegean Sea, a distance of only four miles but a substantial shortening of the shipping lanes.

The Mediterranean is virtually tide-less, and consequently the sea level is the same at both ends, leading to a straight and lock free canal. By digging the canal at the lowest point of the Isthmus, the overall depth of the cut was about 300 feet with a water depth of 26 feet, more than adequate for the width of 82 feet.



Along its four mile length, the canal is crossed by four road bridges. The original two bridges were at sea level at either end, and were upgraded for the motor car era.

Substantially rebuilt in 1988, they now consist of what is described as a "sinking bridge". The entire road deck is lowered to the sea bed to allow ships to pass over it. The two other road

bridges are each in fact "dual bridges" with two traffic lanes in each direction. The newer of the two, known as Olympia Odos (the Olympic Road) was opened on 7th August 2004, just one week before the Athens Olympics; the first to cross the bridge being the Olympic Torchbearer.



Although originally intended to carry commercial shipping to Athens, the canal is now traversed only by the smaller boats that earn their living taking tourists on a there-and-back trip along its four mile length.



- Picture 1 A tour boat traversing the canal.
- Picture 2 A tour boat passing over the "Sinking Bridge".
- Picture 3 The "Sinking Bridge" in the raised position.
- Picture 4 The 2004 Olympic Road.
- Picture 5 Pedestrians on the foot bridge.

Article very kindly supplied by John Wigmore

Laughter is always the best ever medicine.....



Did you hear the one about the two silkworms in a race?.....

It ended in a tie

My cross-eyed husband and I just got a divorce..... I found out he was seeing someone on the side. (👁️👁️)

My next-door neighbour worships exhaust pipes..... he's a Catholic Converter



New DVLA campaign highlights the risks for drivers who evade vehicle tax



DVLA has launched a new advertising campaign in the highest evading areas across the UK reminding motorists of the real risk of failing to tax their vehicles on time.

The message is clear to motorists – if you do not tax your vehicle on time, DVLA will take action - ‘tax it, don’t risk it’.

The adverts are running on radio, poster sites, social media, digital channels and in print. The table below shows the areas across the UK where some of the highest numbers of enforcement actions took place in 2021:

Area	Total enforcement actions (includes fines, penalties and clamping)
London	97,013
Birmingham	52,073
Manchester	28,703
Glasgow	25,304
Sheffield	24,962
Cardiff	24,159
Nottingham	21,810
Bristol	20,018
Newcastle	18,890
Swansea	18,220
Leeds	14,930
Reading	14,573

Alongside automated enforcement penalties for registered keepers of untaxed vehicles, DVLA’s enforcement teams and wheelclamping partners also travel around the UK as part of their day-to-day activity taking action against untaxed vehicles. Over 98% of vehicles are correctly taxed but it’s right that we take action against those who continue to break the law.

This year’s campaign focuses on the clear message that untaxed cars are ‘hard to hide, easy to tax’ and for those that continue to flout the rules, the consequences include financial penalties, court action, clamping and even the loss of a car.

It’s never been easier to tax a vehicle – DVLA offers a range of options including the online vehicle tax service which is available 24 hours a day, 7 days a week or taxing at the Post Office and even spreading the cost using direct debit.

DVLA Chief Executive Julie Lennard said:

“This campaign has a clear message for anyone that delays or avoids taxing their vehicle. It really has never been easier to tax a vehicle, from using our 24/7 online service to direct debit options. We want motorists to understand that’s it not worth taking a risk and always tax their vehicles on time”

Motorists can go online, 24 hours a day, to [tax a vehicle](#) or [check whether their vehicle tax is up to date](#).

Article very kindly supplied by Bruyan Woods via Terry Heath

Drivers have been warned against the dangers of tailgating amid concerns that huge numbers of motorists are failing to follow basic safety rules on the country's busiest roads.

Eight in 10 people questioned in a National Highways poll said they were aware of the 'two-second rule' when they took to the wheel. While three-quarters (75%) said they had never driven too close to the vehicle in front within the previous three months.

Yet a recent trial of new tailgating cameras on a stretch of the M1 captured 60,343 incidents of vehicles driving too close, in just one year.

National Highways has now launched a campaign to tackle the issue of tailgating which is a factor in around one in eight crashes on England's motorways and major A roads.

National Highways Head of Road Safety, Jeremy Phillips, said:

"Unfortunately, as highlighted by the M1 trial, we know that too many people are driving too close on our roads. Most tailgating is unintentional by drivers who don't realise that they are infringing on someone else's space. But not leaving enough space between you and the vehicle in front is not only very frightening for that driver, it could have devastating consequences. The closer you get, the less time you have to react and to stop safely. So to avoid inadvertently getting too close to the vehicle in front, we would urge drivers to use the two-second rule and to always 'stay safe, stay back'."

The Highway Code tells drivers to allow at least a two-second gap between you and the vehicle in front on roads carrying faster-moving traffic and in tunnels where visibility is reduced. The gap should be wider as speeds increase. It rises to 2.4 seconds – about 53 metres – when driving at 50mph and 3.1 seconds – or 96 metres – at 70mph.

Furthermore, the gap should be at least doubled on wet roads and increased still further on icy roads.

To use the rule, drivers should allow the vehicle in front to pass a fixed object such as a lamp post or road sign then count to two seconds. If they reach two second before reaching the reference marker they need to drop back.



The picture to the left, shows how intimidating it can be when someone is driving too close.

But this second image on the right, gives the viewpoint of the second driver – and the close following isn't quite as obvious. When asked, a large number of people seemed to think a gap of this size was acceptable.



Around one third of respondents in the research for National Highways stated that leaving a gap of 1-2 car lengths was sufficient.

In both pictures the distance is 7.5m so at 50mph this gap is approximately 0.34 seconds compared with a gap of 53m or 2.4 seconds which should be left at this speed.

Last year National Highways and Northamptonshire Police joined forces in a trial to raise awareness and deter tailgating. Cameras were used on lane one of a stretch of the M1 over 12 months to automatically detect vehicles driving too close and National Highways has now released the figures from the trial when there were: 60,343 detections; 10,994 repeat offenders; and 2,144 letters sent to drivers warning they had driven too close and highlighting the dangers of not leaving safe braking distances.

Drivers caught in the trial were not prosecuted but advised they had been tailgating and given educational material demonstrating the dangers of driving too close. National Highways will use the results of the trial to inform future work on tailgating. Driving too close to another vehicle can lead to prosecution for 'driving without due care and attention'. This offence carries a minimum fine of £100 and three penalty points, and in some cases more severe penalties or a court appearance.

Jason Wakeford, head of campaigns at Brake, the road safety charity, said:

"It's vital that drivers leave enough distance between the vehicle in front in order to react in time to any sudden dangers. We'd urge everyone to respect the two-second rule to keep them, and others on the road, safe"

Institute of Vehicle Recovery continually look to improve the safety of its roadside workers and to improve training safety standards for the recovery industry. President Nick Ovenden said:

“We fully support National Highways ‘2 second rule’ campaign, which highlights the importance of keeping your distance whilst driving. These precautions along with the updated rule 264 of the Highway Code - *drivers should move over, if safe to do so, when approaching people and vehicles stopped on the hard shoulder or in an emergency area to create more space for the people and stopped vehicles* - can only make the road network safer for our roadside workers.”

National Highways has a dedicated [webpage](#) where drivers can find more information about tailgating and what they can do to stay safe.

Did You Know? – Some Facts about North East Lincolnshire



Our small corner of a very large county is still plagued by the Post Office's refusal to get rid of South Humberside - leading to additional confusion when you tell someone where you hail from.

North East Lincolnshire was created from the boroughs of Cleethorpes and Great Grimsby on April 1, 1996 with the abolition of Humberside.

Fish and chips

A stroll down Cleethorpes promenade and your first large intake of breath will find your nostrils filled with the smell of delicious fish and chips. It's fair to say there are an abundance of eateries dotted around to feed our immense appetite for this nostalgic dish.

Whether you go posh and eat in with a knife and fork or grab the grease-proof paper version and eat with fingers or wooden fork, fish and chips in North East Lincolnshire is akin to Chocolate eggs at Easter.

Eighty per cent of the raw fish that is processed in Grimsby originates from Iceland and Norway.

Grimsby Fish Market is the focal point of the local industry and its daily auction is recognised as being one of the most important fish markets in Europe. Grimsby Fish Market is home to [DFDS Logistics](#), the largest wet fish transporter in the UK. They can distribute seafood throughout the UK and Europe, with a 24 hour temperature controlled delivery and collection service.

Got a new motor?

If you've purchased a brand new Volkswagen, chances are it rolled off a ship docked in the port of Grimsby. ABP's port in Grimsby currently handles 50 per cent of all Volkswagen's imports into the country with the firm using the port since the early 1970s.

Housed at Grimsby Automotive Terminal, on the site of the former Huntsman Tioxide site, it stores around 2,000 Volkswagen cars awaiting their transit to dealerships across the UK.

The Port of Grimsby is also the busiest car-handling port in the UK, with about half-a-million vehicles entering the dock every year. A £26 million river terminal at the docks opened in 2013 to allow ships carrying 3,000 vehicles – rather than the previous maximum of 800 – to land on the south bank of the Humber.



Home of seafood

Grimsby's seafood processing industry, which employs about 5,000 people in the region is also home to the two biggest private employers - Youngs brand - whose 1,700 team members are based in the town and Seachill which employs 1,550 people.

Young's has its iconic Ross House on Port of Grimsby East, as well as an enlarged facility spanning Ladysmith Road and Humberstone Road, boasting premium brand and own label frozen and fresh fish products, with a fish finger plant, salmon filleting unit, Ready to Eat facility and chilled and coated fish production operation.

Seachill, have seen big wins with long term client Tesco (£50 million chilled shellfish business), as well as Waitrose. They are based in the UK Seafood capital, Grimsby and the business has grown to be the largest chilled fish processor with a partnership approach to both customers and supply chains. They operate from 2 large production sites with an additional 100 year old artisan smokehouse located in Grimsby Town, procuring and packing a full range of fresh, chilled and frozen products for sale either on retail fishmonger counters or prepacked in the latest consumer convenient pre-packaged format



Offshore wind industry



The UK is already the world leader in offshore wind, with more capacity than any other country, the biggest offshore wind farms and the most powerful turbines

Grimsby's biggest investor in offshore wind, is world leader [Ørsted](#), who have developed a huge East Coast Hub on Royal Dock, beneath the iconic Dock Tower.

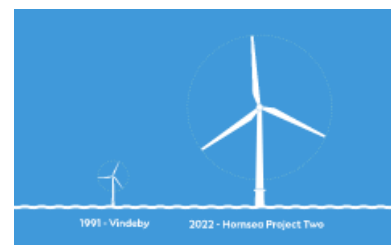
They are already on course to employing 400 people in the town alone, with 300 already working here.

The company has undertaken the building of Hornsea One off the Humber – where first power

has already been achieved – which will be nearly double the size. It will soon see the town surpass 1.5GW of installed capacity, which took it further than 2.5GW when complete at the end of 2019.

Hornsea Two, due to be completed this year, will be even bigger and break the record again for the world's largest offshore wind farm, adding a further 1.4GW. Across all projects it will then provide enough power for a fifth of UK homes, and form the central plank of a clear path to 8GW for [Grimsby](#).

By then Innogy will have joined the party with Triton Knoll, having revealed its plans, also for Royal Dock - a 860MW farm off the Lincolnshire coast.



Dividing line

The Greenwich Meridian separates east from west and only touches land in nine areas around the world - on its path from pole to pole, through England, France, Spain, Algeria, Mali, Burkina Faso, Togo, Ghana and Antarctica.



Linked with Greenwich Mean Time, it also sits at the centre of our system of time zones. Its path is determined by the location of an historic telescope, the Airy Transit Circle, which is housed at the Royal Observatory, Greenwich.

Part of it runs through Louth and [Cleethorpes](#); the latter of which is marked in the resort by a steel pavement line and globe. Weighing two tons, it cost around £4,000 to make.

The globe was erected on a new black brick plinth built on the site of the old redbrick cube and unveiled in November 2015. A sundial was housed previously on the redbrick cube. The steel strip was supplied by Hadfields Ltd of Sheffield whose name can be seen at its southern end - was added in 1933 by the Borough Surveyor Mr LW Pye. Here you can stand in two hemispheres at the same!

Guy Martin

The Grimsby-born lorry mechanic, motorcycle racer and TV personality is one of our most famous endorsements. [Guy Martin](#) started racing in 1998, debuting on road circuits at the Isle of Man TT events; where he gained 17 podium finishes. With four books about his crazy, high octane life under his belt already, the 37 year-old is rarely off our television screens, known for his sideburns, love of tea and the phrase "By 'eck chief". Since becoming a dad to Dot in October 2017, Guy is seen less on motorcycle tracks and tinkering more with projects. He's saved his Kirmington village pub Marrowbone & Cleaver from becoming extinct and built an F1 car from scratch to race against [Jenson Button](#). And he's tackled a fair few world records over the

years too including; Fastest speed on a gravity powered snow sled Guinness World Records 83.49 mph Grandvalira, Andorra 10 January 2014; Fastest speed in a soapbox Guinness World Records 85.61 mph Mont Ventoux, France 16 October 2014; Highest speed on a Wall of Death Guinness World Records 78.15 mph Manby Airfield, UK 28 March 2016 created for the attempt; Fastest hovercraft British record 75.21 mph Loch Ken, UK 8 October 2014

Humber bank business

North East Lincolnshire is home to several process industries; petrochemicals, pigments and paints and pharmaceuticals.



Companies include; Novartis – situated on the Pywipe Industrial Estate, provides innovative healthcare solutions that address the evolving needs of patients and societies Their mission is to discover new treatments which require imagination and visionary thinking combined with determination and rigour. They employ more than 500 people at its Grimsby site. BASF - operates a 50-acre manufacturing facility in Grimsby.

BASF create chemistry for a sustainable future AND combine economic success with environmental protection and social responsibility. Altogether, they employ around 111,000 employees all of whom contribute to the success of their customers in nearly all sectors and almost every country in the world. The BASF portfolio comprises six segments: Chemicals, Materials, Industrial Solutions, Surface Technologies, Nutrition & Care and Agricultural Solutions. BASF generated sales of €78.6 billion in 2021.



Phillips66 – US energy giant that operates on the Humber Refinery. The company’s history dates from 1875 through our many predecessor-in-interest companies, including Conoco Inc. and Phillips Petroleum Company (PPCo). These two companies had successful businesses before merging in 2002 to form ConocoPhillips. In 2012, ConocoPhillips separated into two stand-alone publicly traded companies, one of which is Phillips 66. Our company comprises a number of heritage, joint venture and acquired brands. The 13 refineries in the United States and Europe process crude oil and other feedstocks and focus on operating excellence, optimization, safety and increasing margins. The

business has a global refining capacity of 2.2 million barrels of crude oil per day.

Stallingborough-based HCF Catch Ltd is an industry led partnership supporting the process, energy and renewable industries in the Humber region. CATCH, the Centre for the Assessment of Technical Competence – Humber is a £8 million training facility for the process industries. Capable of simulating authentic environments for training and development.



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Caught my Eye..... Cupra Formentor

Cupra might not be a brand that you're too familiar with, but that's about to change. As if the phenomenal ascent of its parent company, Seat, over the past five years wasn't enough, the fascinating development of newly announced Cupra promises even more, keeping the best parts of Seat models and spinning them in an even more desirable direction.

The Cupra Ateca, the first model to bear the new tribal emblem, blends the latest developments with all of the maker's performance know-how, built up via 20 years of making Seat cars go faster on the race track, rally stage and open road.

As key Cupra figures such as design boss Alejandro Mesonero-Romanos and R&D chief Matthias Rabe have told us, this is really just the beginning. There are plans for a full model range and even the tantalising prospect of a bespoke sports car, all of which makes Cupra's future look very bright indeed.



Here, we take a look at the **Cupra Formentor**. Well, it's not a Seat. Not now, not ever. The Formentor will only ever be badged as a Cupra, Seat's sporty and electrified offshoot marque. So, if you thought all Cupras were just rebadged Seats, this hunkered down 'coupe-SUV' just trampled all over your argument.

So if it's not a Seat, what is it? Obviously, it's not a completely bespoke machine from the ground up. That's not how the Volkswagen Group set about taking over Planet Car. Under its

crisply creased skin, the Formentor is based on the same raw ingredients as the well-rounded Seat Ateca, or for that matter the VW Golf: same basic chassis, shared gearboxes, and the latest touchscreen infotainment centre from the brand-new (and pretty excellent) Leon hatchback.

The Formentor is longer and lower than the school run-spec Ateca, though, giving it a more butch stance. In the metal it's a handsome beast, prompting one Top Gear staffer to wonder aloud how Cupra has been allowed to sneak out a design that's so much better resolved than Lamborghini's Urus. In this class, looks sell, and that'll help the Cupra find a footing.

Are the engines all fast ones? The Formentor engine selection isn't quite as spicy as you'd think from all the schporty advertising. The range starts off with a 148bhp 1.5-litre four-cylinder that's familiar from other VW products, then next up there's a 2.0-litre unit developing 187bhp.



If you're feeling vaguely eco-conscious there's a plug-in hybrid set-up in two states of tune, teaming a 1.4-litre turbo engine with an electric motor to develop either 201bhp or 242bhp. The eHybrid, as it's known, is capable of a claimed 31 miles on electric power alone. If you're feeling less eco-conscious, the range-topper is a 306bhp 2.0-litre four-cylinder turbo unit driving all four wheels and familiar from the likes of the VW Golf R and Audi S3.

WHAT WILL IT COST?

There are six trimlines available – V1 and V2 are the starter course, VZ1, VZ2 and VZ3 trims the tasty main and then there's the limited edition dessert, VZ Edition, of which only 100 have been allocated to the UK. Prices start at a bargain £27,745 for the V1, ranging to a slightly eye-watering £42,990 for the VZ3 – that's quite some ground to cover.

WHAT'S THE STORY WITH THE NAME?

Apparently it's nothing to do with the ghoulish soul-sucking villains of the Harry Potter universe, nor the yeasty properties of brewing your own beer. 'Formentor' is in fact a picturesque peninsula in Majorca – a nod to Cupra's Spanish roots. Remember that when your mates ask you what your car's called, it's because weirdly, the word 'Formentor' doesn't appear anywhere on or indeed inside the car.

WHAT'S THE VERDICT?

“Cupra’s first standalone model is a handsome crossover with decent road manners and plenty of space”
The Formentor is not exactly a car of many surprises. It’s built on a tried and tested platform. It’s powered along by engines that’ve shone in many a decent, recent hot hatchback. And even its headline act inside, the enormous touchscreen, was allowed to debut in the new Seat Leon before it arrived in Cupra’s flagship. But that’s not to say this curiously badged go-faster offshoot is an also-ran. Seat’s Ateca is one of Top Gear’s favourite of the crossover set, because it’s so wilfully unpretentious and easy to use, yet the driving experience manages not to be the motoring equivalent of a Third Division nil-nil draw. It’s almost fun. So, taking those ingredients and wrapping them up with more power, in a lower, prettier package creates a car that has some genuine please-everyone appeal. And it doesn’t matter that it’s not a household name. Very few cars these days say anything about you beyond ‘there was cheap finance available on this and I liked the colour’. Drive a Formentor and at least it says you might know a bit about cars beyond Google’s first results page.

WHAT IS IT LIKE TO DRIVE?

We’ve driven the most powerful version of the Formentor, complete with a 306bhp wallop and a standard-fit seven-speed dual-clutch automatic gearbox, as well as the entry level V1 also with DSG fitted.



You get an added sense of occasion in the higher spec car. A button hung from the steering wheel starts the engine, which immediately sounds raucous and purposeful – mainly because it’s being amplified through the speakers. If that’s getting tiring, you can tell it to shush by cycling through the many modes – use the Cupra steering wheel button for that.

There’s Comfort, Normal, Sport, Cupra and Individual settings to choose from, with the latter letting you tailor the drivetrain’s mood, steering weight, and endlessly fiddle with the ride comfort by altering a sliding scale. It feels terribly scientific.

IT'S STILL JUST AN SUV THOUGH ISN'T IT?

This isn’t a high-riding road warrior – in fact with the supportive bucket seat lowered electrically into its base position, you could be forgiven for forgetting you were ensconced in a Leon hatchback, not a flagship SUV. There’s a slightly diminished sense of occasion in the less powerful car, with fewer fancy buttons. The 1.5 offers a promising burble at idle, which is fine as long as you don’t go anywhere, it’s not quite as characterful on the move. About town, the Formentor is easy-going, as we’re used to for a modern hot hatch. Obviously it feels a bit bigger, but never cumbersome – the steering is quick and light at low speeds, and even on hulking 20in rims the ride isn’t crashy in Cupra mode. It’s better still if you slide it into Comfort, though. And better yet on the squishy 18-inch wheels of the V1 model, but you didn’t come here for a limo-like ride.

Sometimes the twin-clutch gearbox gets caught in two minds slipping its clutches as it does its best softly-softly impression of a true automatic, and it can be tardy to switch between forward drive and reverse when parking, but the Cupra is far from the only DCT car so-afflicted.

In short, this is a sporty crossover that will handle the daily grind chores without complaint. And on the motorway, it’ll cruise at the national speed limit at a tickle over 2,000rpm. Wind noise is hushed up well for a taller car, but that fat rubber kicks up a fair bit of tyre roar.



AND IF I WANT TO TAKE IT FOR A PROPER DRIVE?

Normally, a decent job around town and on the motorway would be job done for a family faux-by-four – for a Seat. But since this is stubbornly a Cupra, it’s supposed to also be an enthralling, thrilling performance car when it’s let off the leash.

With everything dialled up the Formentor behaves like a slightly overgrown VW Golf R. It’s not the first time we’ve seen these ingredients – remember the VW T-Roc R? – and the results are pretty similar. It’s rapid point-to-point, with the advantages of seamless gearshifts, 4x4 traction, huge on-demand torque and a

slightly higher vantage point blending to create an undemanding overgrown hot hatch. It's easy to go fast in, though the overdubbed engine noise in Cupra mode might get on your wick after a while.

The Formentor retains its composure even when you get properly aggressive with your inputs and ambitious in the corners, but it never feels anything other than FWD with lots of traction, rather than a properly balanced 4WD. Is it a sweaty palmed life-affirming invigorator? Well no, but neither are lower slung 'true' hot hatches like the Audi S3 or Octavia vRS, and this is never going to be as tactile or involving as, say, a Honda Civic Type R. That said, if you want to dabble in the Porsche Macan experience for a heap less cash, the not-a-Seat ticks that box.

Predictably the entry-level version of the car doesn't feel remotely hot hatch-like, but it does at least feel promisingly un-SUV-like. The steering offers decent feel and it is reasonably satisfying to push on through a decent A-road. Motorway manners are respectable too, but nobody really wants to go sugar free unless the doctor tells them to, right?

WHAT IS IT LIKE ON THE INSIDE?

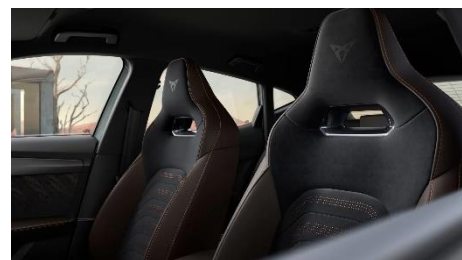
Who turned out the lights? It's dark inside the Formentor, despite the lashings of bronze trim. Perhaps it's a bit of a pity the cabin is so obviously Seat-inherited in contrast to the bespoke bodywork, but the bean-counters clearly won the boardroom over.

We question the logic of some of Cupra's flourishes: the engine-stop and mode buttons amid the steering wheel are easily confused, and at least once you'll prod the ESP-off button next to the stubby gear selector, assuming that's the engine start button (it is in the Seat Ateca, after all). There's much to like, though: the bucket seats up front (standard in higher-spec models) are fantastic, there's plenty of oddment storage and though the materials employed are sub-Audi, it's all tightly put together. Front and centre is Seat's 12.3-inch touchscreen infotainment. The screen size and resolution is very impressive, but the cheery-coloured menus will take some learning, especially as there's nowhere to brace your hand



as you tap and swipe, so arriving at your chosen radio station can be a lottery. Like the latest VW Golf and Skoda Octavia, heater controls are unilluminated touch-sensitive pads, which are an acquired taste we're not very partial to. Cupra counters the lack of tactile switches with voice control, but given the trigger word is 'Hola hola', you'll have to possess the embarrassment threshold of a Big Brother contestant to use it.

The back seats offer enormous legroom, and because Cupra's interpretation of a 'coupe-SUV' doesn't have a particularly swoopy roof, there's plenty of headroom too. Eat your heart out, BMW X4. That said, while adults will be pleasantly surprised just how roomy the Formentor is, children not perched on booster seats will moan they're missing out on a view of the countryside as it rushes past. The rear window is slim for style's sake too, but luckily the parking cameras are some of the best in the business.



If you live the outdoor adventure life of someone in an SUV advert, you'll be pleased to learn the boot is a generous size with a reasonably low loading sill and nets for lashing down errant items. It'll swallow your parasailing bungee crampons no problem. Then again, you won't be going far into the wild – the Formentor may offer an off-road mode and four-wheel drive, but this is evidently not a rufy-tuffy workhorse, more a Golf R Estate wearing a North Face jacket.

WHAT SHOULD I BE PAYING?

There are plenty of options to choose from in the Formentor range, all of them with a very healthy base spec. For our money, we'd be quite happy lower down the range provided we could shoehorn one of the decently powerful engines in there.

For comparison, the cheapest Formentor is the V1 TSI 150, with the 1.5-litre motor, which kicks off the bidding at £27,745. The auto gearbox adds £1,535, while the 2.0-litre 186bhp motor in V1 guise will cost £32,440 and the 201bhp version of the PHEV starts at £36,170 in the same spec.

If you want the full power experience, you'll have to pay for it – the 242bhp plug-in electric car is £38,915 in VZ1 spec and the 306bhp engine starts at £40,620 in VZ2 guise, rising up to £42,990 in VZ3's top spec. Of course, the PHEV is best for tax bills, with emissions ranging from 27-33g/km CO2. The rest of the range starts at a respectable 143g/km and works its way up to a slightly naughtier 194g/km.

If you're looking at leasing a Formentor, the entry-level 1.5 V1 will cost around £385 a month, the 2.0-litre will start around £450 and the full-powered car £600 a month. Strangely the cheapest car when we had a look at the range was the VZ1 PHEV at £375 a month, so it's worth shopping round the spec sheet. Adaptive dampers are standard on the range-topping models, and will be a worthwhile box to tick on lesser versions. If you're optioning up a tall-yet-sporty family car with big wheels, why not use technology to undo some of that compromise?

TOP GEAR RESULT?

8/10



Research by Jan Burditt with above extract taken from Top Gear

Laughter is always the best medicine.....



*My friend asked me what time my dentists appoint was.....
I replied Tooth-Hurty*

*If you ever get cold, stand in the corner of the room for
a while.....they're usually 90°*



I asked if the pool was safe for diving.....the answer was it deep ends



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

1st May 2022

May Day is an ancient spring festival, traditionally celebrated with maypole dancing.

May Day Bank Holiday - 2nd May 2022

A Bank Holiday in the UK and Ireland.

National Sun Awareness Week - 2nd May to 8th May 2022

Raising awareness of the dangers of excessive sun exposure and how to avoid sunburn and skin cancers.

[Tips for Staying Safe in The Sun](#) [Children's Sun Protection Clothing](#)

Eid al-Fitr - 2nd May to 3rd May 2022

A religious holiday celebrated by Muslims worldwide that marks the end of the month-long dawn-to-sunset fasting of Ramadan.

International Gilbert & Sullivan Day - 3rd May 2022

Celebrating the comic operas of Gilbert & Sullivan, on the birthday of the man who brought them together, Richard D'Oyly Carte. [All About Gilbert & Sullivan](#)

World Laughter Day - 3rd May 2022

The celebration of World Laughter Day is a positive manifestation for World Peace and it builds up a global consciousness of brotherhood and friendship through laughter. [Website](#)

Star Wars Day - 4th May 2022

May The Fourth Be With You!

National Bike to School Day - 4th May 2022

Strap on your helmets, raise your kickstands, and join the thousands of students, families, community partners, and elected officials all around the country who will be participating in this year's Bike to School Day. [Website](#)

World Asthma Day - 4th May 2022

An annual event organized by the Global Initiative for Asthma with a goal to improve asthma awareness and care around the world. [Website](#)

Europe Day - 5th May 2022

A day celebrating peace and unity in Europe. It is celebrated by displaying the Flag of Europe and commemorates the founding of the Council of Europe. [Website](#)

World Fair Trade Day - 7th May 2022

A worldwide festival of events celebrating Fair Trade's contribution to sustainable development, and the economic empowerment of small producers, gender equality and responsible production. [Website](#)

International Nurses Day - 12th May 2022

Held on the birthday of Florence Nightingale to mark the contributions that nurses make to society. [Website](#)

National Children's Day UK - 15th May 2022 National Children's Day UK is all about the importance of a healthy childhood and protecting the rights and freedoms of children so that they can grow into happy, healthy adults. [Website](#)

Walk To School Week - 16th May to 20th May 2022

Annual event to encourage children and their parents to walk to school, organised by Living Streets.

[More About Walk To School Week + Free Printable Colouring Picture](#)

National Numeracy Day - 18th May 2022

An annual celebration of the importance of numbers in everyday life and will bring together individuals, employers, educators and influencers to improve numeracy. [Website](#)

World Bee Day - 20th May 2022

The purpose of World Bee Day is to raise awareness of the importance of pollinators, the threats they face and their contribution to sustainable development. [Website](#)

World Turtle Day - 23rd May 2022

The aim of World Turtle Day is to bring attention to, and increase knowledge of and respect for, turtles and tortoises, and encourage human action to help them survive and thrive. [Website](#)

Oakapple Day - 29th May 2022

Also known as Restoration Day, it is a traditional English celebration of the restoration of the monarchy in 1660, following the death of Oliver Cromwell.

May Half Term - 30th May to 3rd Jun 2022

Check with your school for individual date variations.

Tips from the IAM on how to lower your fuel consumption

The ever-fluctuating (and often increasing) cost of fuel is something all motorists would've been noticing over the past year, and that's why IAM RoadSmart has put together their own top tips for driving and riding more eco-friendly, which in turn can help cut the amount of fuel you use.

With the cost of living rising, and the [average UK fuel prices](#) for petrol at 145.6 and diesel at 149.3, we're on hand to help drivers save money on filling up and to help avoid some of those unexpected costs when it comes to servicing and repairs. Here you'll find IAM RoadSmart's top hints and tips to travelling more economically. After all, *every little helps!*

Greener driving

Driving smoothly and anticipating situations and other road users as far ahead as possible will help to avoid unnecessary braking and acceleration. Maintain a greater distance from the vehicle in front so that you can regulate your speed, when necessary, utilising acceleration sense and without using the brakes.

When slowing down or driving downhill, remaining in gear but taking your foot off the accelerator as early as possible will reduce fuel flow to virtually zero, in most vehicles.

When accelerating, shift to a higher gear early, even in an auto you can try this where appropriate and always remember high speeds greatly increases fuel consumption too so avoid excessive speed.

Offload unnecessary weight

Removing racks, roof boxes and bike carriers when they aren't in use will significantly decrease air resistance and improve fuel consumption at higher speeds. Try to avoid carrying unnecessary weight on your travels as this will increase fuel consumption –raising your carbon footprint.

Avoid busy periods

If possible, try to avoid driving during heavy traffic. Stopping and starting in traffic needs the use of the first gear and a lot of fuel is used to get the vehicle moving again. So, if you can plan that journey to avoid unnecessary then you could save not only your time, but that expensive fuel as well.

Check your tyres

Keep your tyres well maintained by checking the condition, pressure and tread depth. An underinflated tyre will use more fuel. When it comes to choosing new tyres, it's worth having a look at ones which are designed for extra economy. If you're unsure on how to check your pressures, then check out [Tyre Safe](#) who offer a range of resources for vehicle owners. However, it is always advisable to check the setting recommended by your vehicle manufacturer, and this can be found in your handbook. Consider changing to the high speed or load settings if you are on a long journey.

Avoid short journeys

During colder months, as your engine is trying to warm up it uses more fuel for the first four miles or so. Your engine stays cold when you drive less than two miles, and your car will produce 60% more pollution than a warm engine. The [National Travel Survey 2020](#) found 25% of trips were under 1 mile, and 71% under 5 miles, so could you consider leaving the keys at home and avoid those short journeys where possible?

Keep it low

By keeping your speed low, you can reduce fuel consumption by up to 25%. Try pressing more lightly on the accelerator, often you can maintain the same speed with less pressure on the pedal. You'll soon see the mpg increasing.

Read the road ahead

Look to the road ahead and plan your next move. Instead of being in situations where you find yourself needing to be heavier footed on the brake, try slowing down as you approach the red light or junction, if you can keep the vehicle rolling slowly all the better. It's also recommended to avoid hard acceleration when moving your car from a complete stop, or climbing a hill as it will increase fuel consumption.

Limit your use of climate control

Air conditioning (AC) is the single largest contributor to lower fuel economy during the summer. Under very hot conditions, AC can reduce a vehicle's economy by a whopping 25%. Since air conditioning systems run off the engine, they often sap power and fuel efficiency in the process, so if you don't need it on then you may eke out a few extra mpg if you turn it off. If you do need it then it's worth using sparingly.

Richard Gladman, Head of Driving and Standards at IAM RoadSmart, said:

"Advanced driving techniques with sound observation and planning lend themselves well to helping with fuel economy. Smooth and gentle acceleration and early upward gear changes will also help you to save fuel. It's also worth making sure you are not carrying any excess baggage (do you really need your full toolbox in the boot?) or wind brakes such as roof boxes/bars or cycle racks, remove them when they are not needed, and this will also help to reduce fuel use. At low speeds an open window may work as well as air conditioning and will probably use less fuel, but this will change as speeds increase and drag rises. But of course, the biggest saving of 100% will be if we can cut out the short journeys – that few hundred yards to the shop may just be the start of my new fitness campaign."

National Grid to drain electric car batteries at times of peak demand

Electric car owners will be called on to help Britain avoid an energy crunch as suppliers prepare tariffs allowing them to draw power from parked vehicles at times of low supply or high demand.

Cars which are charging on driveways are to be plugged into a system responsible for [balancing the National Grid](#) for the first time, in an experiment aimed at easing the burden on the country's creaking energy infrastructure. It will lay the groundwork for a national rollout of the technology if successful, paving the way for millions of electric cars to act as a giant battery so that power supply is stable at times of low wind speeds after the transition to green energy. [In the trial](#), which will begin at some point from April to June, car owners will agree to allow the grid to draw power from their vehicles and release it as and when required. They will be paid for energy which the grid drains off. The scheme is being run by the National Grid and domestic supplier Octopus Energy, which has recruited 135 households.

Claire Miller, director of technology and innovation at Octopus, said that plugging millions of electric cars into the grid would

"Enable us to do more with what we have". "This will demonstrate how you can send a signal from the National Grid control room to those vehicles and contribute to balancing the grid at times when it needs a bit more electricity, for instance at tea time when there is a lot of demand. Conversely, on a windy night when our wind turbines are generating electricity, we might also need a place to put energy. What we're doing is the first step on that journey. We are showing the energy industry what is possible."

The plans go considerably further than existing trials of [so-called vehicle-to-grid technology](#), in which a small number of households already sell surplus power from their vehicles' batteries back to the grid in the same way solar panel owners do but are not part of the balancing mechanism.

Julian Leslie, chief engineer at the network operator National Grid ESO, said they were working to ensure the network was fit for

"A heavily renewables-driven" future. "If we can get 10 million vehicles doing vehicle-to-grid, then fantastic."

The balancing mechanism is what the National Grid ESO uses to make sure electricity supply matches demand and the lights stay on. Grid operators have to monitor the system second-by-second, trading and storing power to smooth out any imbalances. This task is becoming harder as the country moves away from burning "dirty" fossil fuels towards using cleaner but more unpredictable energy sources such as wind and solar. The UK is planning to quadruple offshore wind power production by 2030. As part of its work with Octopus, the National Grid ESO's control room has been testing how to send and receive signals from cars that are part of the vehicle-to-grid trial. Eventually it is hoped these cars could be called upon to release charge when extra supply is needed, or in turn create demand by drawing power.

Ms Miller said that a typical electric car had an output of about seven kilowatt hours. At peak hours, or between 4pm and 7pm, a typical household would only use around three kilowatt hours of energy, leaving

about four kilowatt hours of spare capacity. That means one million electric cars could provide 4,000 megawatt hours to the grid at peak times – roughly the same as 5,000 onshore wind turbines, Ms Miller said.

“To incentivise car owners to plug in, participants in the Octopus trial are being paid a generous sum of 15p per kilowatt hour for the electricity they send to the grid, or 60p per hour.

Ms Miller added that “smart charging”, when automatic systems charge electric cars at times when demand for power is lowest, will significantly reduce pressure on the energy network as well.

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

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



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

ACUA
ALFO ROMEO
CADILLAC
CRYSERL
DIAHATSU

FERRARI
HONDA
ISUZU
JAGUAR
LANCIA

LEXUS
MAZDA
PEUGEOT
TESLA
VOLVO

Why not print this page off, so it will be easier to find and mark the car names when you find them. Did you find all 15 of them?

Let me know and I'll let everyone else know you're a very talented SAGAM member






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



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Scunthorpe & Grimsby Advanced Motorists.



Now rider and driver groups are permitted to resume, as a current member of any of the above groups, you will receive a 20% discount when you sign up to an Advanced Driver or Rider Course in Lincolnshire.
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 Tel: 01652 655601 or terryheath@sky.com

What am I?  *The more you take away, the more I become.....
Last Months' answer - Breath*

Laughter is definitely the best medicine.....



*What did the big flower say to the little flower?
Hi, bud!"*

*How does NASA organize a party?
They planet.*



*Why did the picture go to prison?
Because it was framed!*



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



Group Website

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



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