

## Scunthorpe & Grimsby Advanced Motorists

Group No 7080 Charity No. 10631 September 2021

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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 - 13

Total Members - 96

Please have a look at our new web page which includes lots of useful information

**including our Monthly Quiz**

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

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Group Website

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



SAGAM can be found on Facebook at:

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



You can Follow us on Twitter:

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



**HAVE A LOOK AT OUR NEW WEBSITE  
AND PLEASE LET US KNOW WHAT YOU THINK!**

## **Chairman's Chatter**

*Hi* folks,

Once again, the time for me to write this piece has come round even quicker this month. I hope everybody is keeping safe and well.

As far as advanced driving in our group is concerned, we are now about ready to start. John Wigmore has emailed all the observers to see if they are still happy resuming training. So far, I'm not aware of any who can't resume at the moment. We have now a waiting list, so there is a real need to crack on with the training. I've got a new candidate to start with and so have a few others. So, things are at last looking up.

Our mobile display unit is currently having some new tyres plus a service and a gas check, so that it's ready to rock and roll. Then it wants a good clean inside and out, and it should be up and working again by end of the first week of September.

As a few doors have closed firmly, that once allowed us to use the MDU in certain places, it's now up to us to find a few more to doors to knock on, to find more places to stand with the MDU. Any help and ideas on this from anybody will be very much appreciated.

Thanks very much for your continued support in these ever-changing times.

Kind regards,  
Terry Heath  
Chairman S A G A M

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## **Observer Team News- September 2021.**

*Hello* again to all SAGAM members.

The team have had been busy since our August news, The final peer to peer training sessions are underway and nearly complete and our associate coordinator is now busy matching Observers to associates.

We attended a meeting with Cleethorpes U3A (University of the Third Age) group early in August along with Roger and Ashley from the Lincoln group who came to deliver an excellent presentation to the U3A members and SAGAM Observers Allen Hardman and myself, Paul Cassell were there to discuss taster drives. We took several names and addresses of those interested, who are being contacted to get the drives arranged. We are hoping that the tasters will lead to new associates and we shall give them the all the encouragement we can.

We have taken on several associates from Northern Power who are being contacted to arrange training. It will be great to get these under our belt and help them to become advanced drivers. We shall keep you updated as their training progresses; obviously we are adhering to Covid 19 procedures during training.

At our August meeting, Allen told us of his spoken thoughts experience following a drive out with our local examiner. He had enjoyed it very much and said if we do get a chance, he would highly recommend it. He has recorded the session on dash cam, so we might get to see it at some stage. I have seen the recording and it is well worth waiting for.

Allen has also shown, at our Observer meeting, dashcam footage he has collected over the years, of driving in need of improvement which was very enlightening.

Finally, please remember, if you think our observer team can help with any driving queries, please don't hesitate to get in touch. The phone numbers and email addresses are on page 2 of this newsletter and also on the website.

I hope you have found this months' update interesting, Drive well and Stay safe.

Paul Cassell.

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**Dates for your diary...**

If you have any articles, photographs or anything you feel may be of interest for the **October** edition, please feel free to email me at [publicity@scunthorpegrimsbyadvancedmotorists.org](mailto:publicity@scunthorpegrimsbyadvancedmotorists.org) no later than **15<sup>th</sup> September please.**

**Committee meeting dates for this year are: 8<sup>th</sup> September – 13<sup>th</sup> October – 10<sup>th</sup> November and 8<sup>th</sup> December.**

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Following on from the presentation **Tim Stanley** did on the 20<sup>th</sup> May this year, last months' edition included Commentary Suggestions of what he would like to hear when he is out with associates as well as qualified advanced drivers. A couple of weeks later, Allen Hardman was lucky enough to be able to have a run out with Tim, who did the commentary during the drive. Tim then sent Alen some notes on his preferred commentary, although as he said at his presentation, it doesn't have to be this way. However, I'm sure you'll agree that coming from Tim, it's good to read, mark and learn! This months' instalment is the second in a series of three, regarding Tim's' guidance when driving.

**Limit Points**

The follow assumes that other than Limit Points, there are no other reasons why you could not drive as fast as you wanted to. In reality of course, your speed may be restricted by legal limits, road and weather conditions, vehicle capabilities and driver abilities.

Limit Point analysis is simply a system that helps you to decide how quickly you can safely travel based upon the distance between you and what you can see to be clear on your side of the road. Most drivers adjust their speed according to how fast they can go round a corner, rather than could I stop if I had to.

Could I stop if I had to? If the answer is yes, then you can continue at that speed and possibly even accelerate. If the answer is no, then you are driving too fast.

As you drive, if the limit point becomes closer, you need to decide if you still have a stopping distance. As you clear the hazard, the limit point will move further away. When this happens, you may start to accelerate. The ability to stop on your own side of the road in the distance you can see to be clear, determines how fast you can go. The more distant the limit point, the faster you can go, because you have more space to stop in. The closer the limit point the slower you must go because you have less space to stop in.

Match your speed to the speed at which the limit point moves away from you, providing you can stop within the distance you can see to be clear.

Next month – Generic Terms and Phrases used in Commentary.

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stage of development took several more months of work. Taking my words and design of the storyline for each cartoon, a Belgian cartoon studio created the character Lucky 13, (right) who features through the series of cartoons. He tackles the issues just as a new rider might, and learns a lesson from each experience.' The thirteen cartoons were published throughout 2009 and were translated into at least eight different European languages.

Kevin told us that there are three main types of collision – 22% are classed as looked but couldn't see i.e., at some point the motor bike was out of sight of the car driver, 35% of drivers looked but failed to see the biker even though the bike could have been seen, 35% looked and saw the bike but misjudged the speed and 8% were distracted drivers i.e. using phone, dealing with children in the car or just didn't look.

He went on to ask the question - So why might the driver look but not see the biker? Well, as we can see from the old TV advert, a bike is a third of the width of a car and can therefore disappear behind the A pillar of a car, people and cars amongst other things. The scenario of a car going round a roundabout with the car



moving was used by Kevin to explain this in more detail saying the bike could be hidden behind the A pillar on the car all the way around the roundabout, in which case, the car driver wouldn't be able to see the bike at all. The image to the left shows the possibility of the position of two pedestrians in relation to the A pillar of a car. You can see how easily a bike could be missed by a driver, given the width of the two pedestrians compared to the width of a bike. The B pillar, can also a hazard to the car driver, as the biker can also be 'hidden' by this as well. Over the years and in order to improve the protection of the car

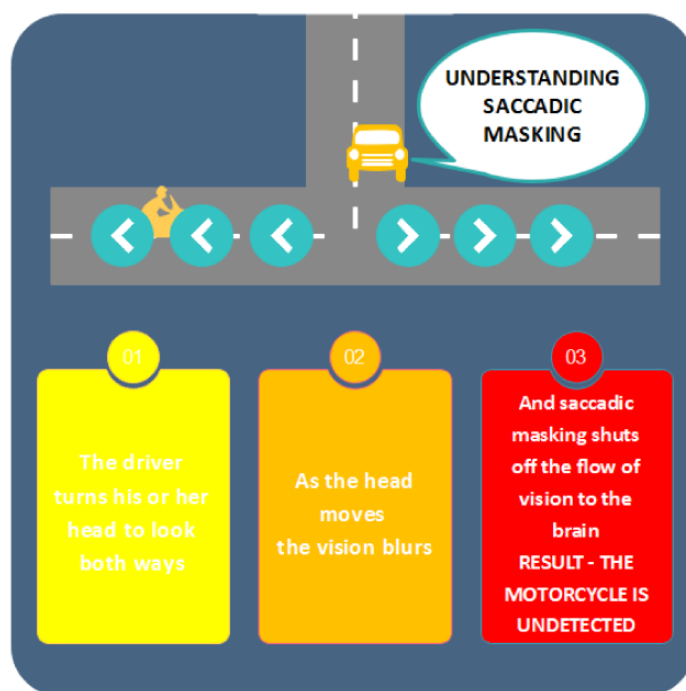
passengers, the B pillar has been brought further toward the front of the car but unfortunately, it has made it more difficult for drivers to see approaching motor bikes. To explain this further, Kevin said, look at your middle knuckle and then at your thumb on the same hand. Your peripheral vision is not detecting any objects; if a bike is at the side of a car, then it is within the peripheral vision of the driver so therefore s/he does not see it. I thought this was an excellent way of demonstrating just one way bike riders can be missed by car drivers. *'Look but Couldn't See' can be applied to this write up! Can you find the spelling error?*

Kevin continued, saying animals such as dragon flies and lions use what is known as the camouflage technique whereby when hunting, they position themselves in such a way, that they are within the peripheral vision of the animal they are hunting so the said animal does not see them. Clearly, nature is once again leading the way! Explaining more, Kevin told us that when we move our heads from side to side e.g. looking right and left for traffic at a junction, our visual input shuts down. This is known as Saccadic Masking.

Wikipedia defines this as: 'Saccadic masking, also known as (visual) saccadic suppression, is the phenomenon in visual perception where the brain selectively blocks visual processing during eye movements in such a way that neither the motion of the eye (and subsequent motion blur of the image) nor the gap in visual perception is noticeable to the viewer' So, the driver appears to look at the biker but doesn't see it. One way to overcome this it to move the head slower, so the eyes have more time to pinpoint objects more correctly. Also, its important to look for gaps in the traffic as opposed to cars and always double check at junctions before pulling out even if a gap is seen immediately.

The diagram to the left is taken from; [5 SMIDSY – looked but looked past – Science of Being Seen \(wordpress.com\)](http://www.scienceofbeingseen.com/2013/05/5-smidsy-looked-but-looked-past-science-of-being-seen/)

The next question Kevin posed was - Why aren't motor bikes seen on busy roads? There are several reasons which he explained. The brain can a) only



The 'Science Of Being Seen' - explaining the SMIDSY  
 An original presentation CREATED BY Kevin Williams / Survival Skills Rider Training  
 Contact me: email: [info@survivalskills.co.uk](mailto:info@survivalskills.co.uk) website: [www.survivalskills.co.uk](http://www.survivalskills.co.uk) fb  
[www.facebook.com/survivalskills](https://www.facebook.com/survivalskills)

process a limited amount of information at a time and b) only process so much information of that information at any one time. It all makes sense. Our visual memory has a short-term buffer and generally maintains around six things at a time. The visual effect of this is that the car driver tends to see cars rather than bikes and the bike riders tends to see bikes rather than cars. However, dual riders i.e., those who ride bikes *and* drive cars, tend to see both therefore making them better at spotting bikes.

Kevin continued talking and mentioned several more reasons for collisions;

**Size Arrival Effect** - The size-arrival effect results in an illusion that smaller objects are less likely to collide with the viewer. This finding has a number of unfortunate consequences for driving and transportation safety. For example, drivers may underestimate the likelihood of collision when turning when a smaller oncoming vehicle is approaching because it is perceived as being farther away.

**Contrast Camouflage –**

Study the picture to the right. Can you see the motor bike approaching?

It's not the lightness of clothing, or – as in this case – the brightness of the headlight, it's the CONTRAST against the BACKGROUND. See back page for biker's position.

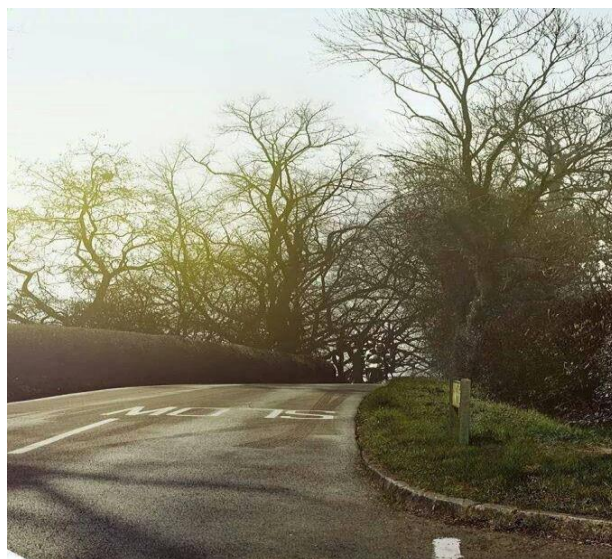
Kevin also mentioned the disruptive camouflage saying that Battenburg checks on the police bikes, make it difficult to see the whole of the bike and rider as the checks disrupt the outline of the bike and its rider.

So, and in relation to the bike lights, drivers are able to see oncoming bikes, front lights on the bikes are now much sharper than they were and so shine brighter and further, reflective clothing is a better option for the rider as when on main beam, car lights shine on the reflective material, allowing the driver to see the rider in plenty of time. However, normal head lights do not light up the reflective clothing. Day rider lights do make a difference and give the driver a better chance of seeing the rider in the distance. Front lights which form a triangle are easier for the driver to see, as the triangle get bigger as the rider approaches the car but it has been found that this practice doesn't work, if the rider is more than 20m away from the car. When on the motorway, it's possible for the rider to use a yellow front light as this can also be of help to the driver. The use of a yellow front light is legal in the UK.

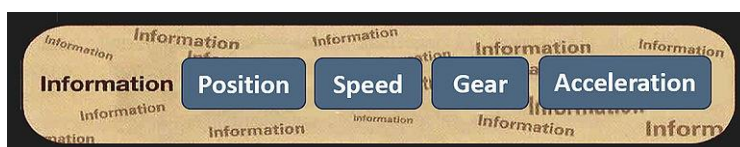
Returning to camouflage, Kevin gave several examples of ways that contrast camouflage has been overcome. The RAF changed the colour of the aircraft over the years, settling on black as this is the colour that best stands out against the blue sky. Pink is the best contract for rural areas in the summer months and orange is also a reasonable choice except in the autumn.

I was unaware that bikers should really wear jackets with sleeves as they are then seen from the front, back and sides, although I have to say that most bikers I have seen, *do* have sleeves in their jackets. It's important for them to try to make themselves and their bike a 'shape' and the Deliveroo riders for example are using reflective material for their jackets to make them more visible as a bike and rider combined.

By being proactive and very similar to the saying Tony Greenidge gave us in his talk, if the biker reacts to traffic lights by planning to stop but be prepared to go, s/he can react to any hazard and pan for the worse scenario. When travelling and a car pulls out in front of a bike which is 3 seconds away, the rider is obviously taken by surprise. The 3 seconds equals 40 meters away (or 10 meters away for a modern bike with ABS). As with everyone, when surprised a person including a motor bike rider will either freeze or act inappropriately, so the Search, Evaluate and Execute system is an important part of their riding skills which Kevin likened to the IPSGA system for advanced car drivers.



Take longer to look for motorbikes. 

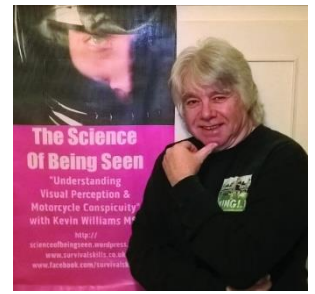




Kevin concluded his presentation by thanking us all for attending, listening to him and added that no matter what, we are all human. Personally, I found the whole thing extremely interesting and enlightening with regard to motor bikes and their riders in relation to drivers and their cars.

Further information can be found at; <http://scienceofbeingseen.wordpress.com>

Written and researched by Jan Burditt



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## Handy Hints and Tips to While Away the Winter Nights

★ Get the chill out of the house, and create an aromatic ambiance by honing your cooking skills. Best of all, you get to indulge in the fruits of your labour. Use ingredients already in your pantry to [save money on groceries](#). If you never learned how to cook but want to, take lessons for free in the privacy of your own kitchen by watching for example, Gordon Ramsey Demonstrating Basic Cooking Skills – a video on YouTube. You can master the basics that leave you feeling at home in the kitchen.

★ Winter is an ideal time to go bird watching. Although you can attract local birds to your garden with seed, you can save yourself the money by going bird watching where they typically feed. Look for birding hikes at your local parks or nature preserves. Download the free RSPB app that will help you find which birds frequent the area you're visiting. Some websites of popular birding areas also list species that are active in the area during winter.

★ Bring a touch of the outside indoors by creating crafts from bits of nature. Not only is nature crafting a fun activity for kids, you can create craft items and sell them online. Browse through a local farmers market or craft store for inspiration or use artists' creations as a springboard for your own. Then, with the winter behind you, plan ahead for gifts you'll want to give for upcoming holidays. Create gifts to celebrate loved ones on Valentine's Day, Mother's Day, Father's Day and birthdays.

★ Enjoy fresh vegetables by growing them in your kitchen windows. Not only will you be growing the green, you'll be saving money, too. By the time the last frost passes, you should have mature plants ready to set out in the soil.

★ Go on a high-tech treasure hunt by downloading a free app and heading outdoors to find geocaches in your area. Geocaches come in all shapes and sizes. Some are as small as a thimble and others are as big as a small coffee table. Don't forget to check the app for the geocacher's difficulty rating, so you know how much of a mental test to expect. The terrain rating tells you how much physical effort you'll spend finding it.

★ Put together a survival kit for your car by keep a few gallons of water and some food in your vehicle during the winter months. Some blankets, tape, a knife, a first-aid kit and a compass should also be included in your kit. We've all got an extra pair of knee-high socks at the back of a drawer somewhere. Make good use of them by slipping them over your windscreen wipers so you don't have to de-ice the blades in the morning.

★ And last but not least, indulge your love of art or history by taking advantage of free museum access. Although some museums are free year-round, others offer special passes or free days. York is a good place to visit for museums in our area and there is plenty to see in the National Railway Museum.

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Compass FM in 2018 as one of the best.

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



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## **A little bit of what you fancy! - Crispy Potato and Haloumi Bake**

Crispy baked new potatoes are mixed with a homemade chilli tomato sauce then topped with halloumi cheese before grilling until golden. It'll go down a treat on those long winter nights and is also vegetarian!

### **Ingredients**

- 600-700g baby potatoes
- Olive Oil for drizzling and brushing
- 2 x 225g packs halloumi, sliced
- 200g Greek yoghurt
- 1 spring onion, finely slices (optional)

### **Method**

Heat the oven to 220°C/200°C fan/gas 7  
 Boil the potatoes in a large pan of water for 12 – 15 minutes until tender. Drain well and then tip into a medium ovenproof dish, gently squashing them with the back of a spoon. Drizzle with olive oil, season well the bake for 20-30 minutes until crispy.

### **For the Sauce**

- 3 tbsp extra-virgin olive oil
- 1 red onion
- 2 fat garlic cloves (optional)
- 5cm fresh ginger, grated
- ½ tsp Aleppo or other chilli flakes
- 400g tin sun-dried tomatoes, chopped
- 1 tp dried oregano or marjoram
- Handful basil leaves (Greek if poss) plus extra to garnish
- 1 tsp pomegranate molasses, plus extra to drizzle

For the sauce, heat a frying pan, then add the extra-virgin olive oil and fry the onion, garlic and ginger with some salt for 8 minutes over a low-medium heat until softened, stirring occasionally

Stir in the chilli flakes and tomatoes, then rinse out the can with 200ml water and add that too. Stir in the sun-dried tomatoes, dried fresh herbs and pomegranate molasses, then simmer over a low heat for 10 minutes. Add more salt and pepper to taste but remember the halloumi is salt so go easy.

Once the potatoes are crispy, turn the grill to medium-high. Spoon the tomato sauce over the potatoes, then arrange the halloumi on top. Brush with oil, then grill for 5-6 minutes until the halloumi is golden. Top with yoghurt, spring onion (if using), basil and a drizzle of pomegranate molasses.



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**Pilots Gripe Sheet**

After ever flight some company pilots fill out a form, called a "gripe sheet" which tells mechanics about problems with the aircraft. The mechanics correct the problems, document their repairs on the form, then pilots review the gripe sheets before the next flight.

Never let it be said that ground crews lack a sense of humour!!

Here are actual maintenance complaints submitted by some pilots ("P") and solutions recorded ("S") by maintenance engineers:

P: Left inside main tyre almost needs replacement. S: Almost replaced left inside main tyre.  
 P: Test flight OK, except auto-land very rough. S: Auto-land not installed on this aircraft.  
 P: Something loose in cockpit. S: Something tightened in cockpit  
 P: Dead bugs on windshield. S: Live bugs on back-order.  
 P: Autopilot in altitude-hold mode produces a 200 feet per minute descent. S: Cannot reproduce problem on ground.  
 P: Evidence of leak on right main landing gear. S: Evidence removed.  
 P: DME volume unbelievably loud. S: DME volume set to more believable level.  
 P: Friction locks cause throttle levers to stick. S: That's what friction locks are for.  
 P: IFF inoperative in OFF mode. S: IFF always inoperative in OFF mode.  
 P: Suspected crack in windshield. S: Suspect you're right.  
 P: Number 3 engine missing. S: Engine found on right wing after brief search.  
 P: Aircraft handles funny. S: Aircraft warned to: straighten up, fly right, and be serious.  
 P: Target radar hums. S: Reprogrammed target radar with lyrics.



P: Mouse in cockpit. S: Cat installed.  
 P: Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer. S: Took hammer away from midget

Kindly supplied by Terry heath





## Road workers reveal mental health impact of abuse from public

*Although this report relates to Scotland, abuse by members of the public of our road workers, happens everywhere. The following gives us an idea of what the men and women who work hard to keep our roads and motorways in order, have to endure. In July of this year, this report was shared throughout the country.*

*A quarter of road workers have suffered mental health issues following verbal or physical abuse from the public while they work, new research has found. Almost one in 10 staff said they have been subjected to physical abuse in the past year, while one in five reported having missiles thrown at them.*

*The survey of Scotland's trunk road maintenance companies, including Amey, Bear Connect and Autolink, found one in four respondents said the abuse they have experienced at work has affected their mental health. The figures were released at the start of a week-long drive to highlight behaviour which the transport minister deemed "completely unacceptable".*

Road maintenance companies have pledged to take a zero-tolerance approach to the issue and say they will use body-worn cameras in future to help gather evidence. John Willox, a Bear Scotland worker, told how he was clipped by a car during a recent incident. He said:

*"I was operating a Stop/Go board at a work site. A car pulled up, the driver got out and verbally abused me aggressively. Eventually he got back into his car and then tried to drive around me. He mounted the verge, knocked over the Stop/Go board and actually clipped the side of my body to get past. He continued to shout abuse at other members of the team and drove dangerously through the live works area, speeding off before the police arrived. It was lucky no-one was seriously injured. Why do people think they can act like that and put others at risk?"*

Transport minister Graeme Dey said the Scottish Government fully supports efforts to raise awareness of such incidents and the call for action to tackle road worker abuse. He said:

*"The abuse of our road workers is completely unacceptable and the results of the survey show just how big a problem it is. No-one deserves to face this kind of behaviour while doing their job. I find it particularly upsetting to hear of the impact these incidents have on the mental health of staff, many of whom were carrying out essential maintenance of our trunk road network during the Covid-19 pandemic."*

The survey of around 350 frontline workers was carried out during April and May this year. Iain Murray, Bear Scotland managing director, said:

*"It is totally unacceptable to expect regular verbal abuse that in the past has seeped over into physical abuse in your daily working life. It is not surprising that this survey reveals the wider impact of this on the mental wellbeing of our operatives – whether through being on the receiving end of an irate driver's ire or the impact of repeated negativity from road users. The only way to address this is with a zero-tolerance approach. We are continuing to invest in vehicle and body-cams which will ensure this behaviour is captured and footage can be used in prosecutions against offenders."*

Joe Docherty, of Amey and Safer Highways, welcomed the support from the Scottish Government. He said:

*"This survey demonstrates that more robust measures are required if we are to protect our workforce. In future, we will be gathering more evidence of abuse, including the use of road cameras and body-cams, and ensuring those responsible are prosecuted to the extent of the law."*

Belfast Telegraph - Lucinda Cameron, PA Scotland - July 11 2021

Article supplied by **Bryan Woods** - CMIOSH, CEnvH, Health and Safety Business Partner – Transport Infrastructure, Wellbeing Ambassador & Changemaker, via **Terry Heath**

## Holy Land Part 3 ~ Bethlehem and Jerusalem.

Although we often think of the Middle East in terms of division and conflict, the area is perhaps better thought of as the seat of the three great Abrahamic religions, Christianity, Judaism and Islam. I have now been privileged to visit this area a total of three times. These three articles are my take on the region, its history and people. Our final destinations are Bethlehem and Jerusalem.



Known as being the birthplace of Jesus, Bethlehem is a Palestinian town about 6 miles South of Jerusalem. The name derives from the Hebrew "House of Bread" or Arabic "House of Meat" ~ or both! This is because "Bread" and "Meat" were both common expressions for food in general.

The majority of Bethlehem's 25,000 inhabitants make their living from its main industry, tourism. Centred on Manger Square, the area is always crowded with tourists from every nation on earth, be they religious pilgrims or just holiday makers.

No trip to Bethlehem would be complete without visiting the church of Nativity. Dating from 325 AD, the church was built over the natural cave system that is thought to be the basis of the stable in which Jesus was born. After passing through the Grotto of Nativity, was soon time to head back to the coach.



it

Back in Jerusalem we visited most of the well-known sites. Here again were tourists from every nation on earth. Our first stop was the Garden of Gethsemane. Literally meaning the "place of the oil press" it is known as the place where Jesus was arrested and taken to be crucified. In the formal garden that now occupies this site, are the olive trees planted in the Crusades and now up to 1000 years old!



Walking through Jerusalem, we visited numerous places of interest; time failed us to visit the Holocaust Museum, however we did have a few minutes reflection at the memorial. The inscription reads,



*"IN COMMEMORATION OF THE ONE AND A HALF MILLION CHILDREN KILLED IN THE HOLOCAUST, AND TO THE CHILDREN WHO LIVED TO ESTABLISH AND PARTICIPATE IN THE BUILDING OF THE STATE OF ISRAEL."*

The sculptor was inspired by the story of Stella Knobel, a little girl who survived the horrors of the Holocaust in the company of her teddy bear, Mischke.



Continuing our walk, we followed the steep uphill path of the Via Dolorosa, (WAY OF SORROWS). This is the route that Jesus was forced to carry his cross from Pilate's Hall to the place of Crucifixion at Calvary.



Our final destination was the Western Wall. Commonly called the Wailing Wall, this is Western retaining wall of the Temple Mount, and is the only part of the original city that remained standing after the Roman Sacking of Jerusalem in 70 AD. This being one of the most sacred sites to the Jewish religion, I duly covered my head before spending a few minutes in quiet contemplation.



A coach ride back to Ashdod and the ship; then all too soon it was time to leave the Holy Land behind and head for Cyprus and our return flight home.

Pictures ...

- 1 Manger Square, Bethlehem.
- 2 The Grotto of Nativity.
- 3 The Garden of Gethsemané.
- 4 The Holocaust Memorial.
- 5 A Tourist on the Via Dolorosa.
- 6 The Top of the Via Dolorosa.
- 7 Me at the Wailing Wall.

This is the final instalment of this series. Many thanks go to John Wigmore for giving us this very interesting 3-part insight into the Holy Land.

\*~\*

## New Chief Executive of National Highways

With all the controversy surrounding smart motorways, perhaps they will be different in the future.....or maybe not??

**Nick Harris** has been confirmed as the new Chief Executive of the Government company which builds and operates the country's motorways and major A-roads, Chair Dipesh Shah OBE announced.



This comes as Highways England and the Department for Transport announced that Highways England will change its name to 'National Highways', heralding a new era for strategic roads. This reflects the new focus the company has on delivering the government's £27bn strategic roads investment programme, while also continuing to set highways standards for the whole UK. The strategic road network plays a key role in levelling up by connecting England's regions, ports and international trade corridors. Nick will lead the organisation as it delivers this significant investment, and looks towards the future opportunities offered by automation and digitisation as well as delivering the government's net zero target.

Highways England Chair, Dipesh J Shah OBE said:

‘I am delighted to appoint Nick as our CEO. Now, more than ever, our infrastructure schemes have an important and perhaps unique role to play in helping our economy to recover. Nick’s steady hand throughout the last few months has established a solid foundation to help us on our journey to transform how we work with our supply chain, how we deliver our net zero carbon and how we realise our digitalisation ambitions’

Nick joined Highways England in 2016 and has been Acting Chief Executive since February 2021. He has the proven track record needed to lead and transform a large and complex organisation. His experience in deploying large scale contracting and supply chain management coupled with extensive operational delivery expertise will take the company forward as it delivers on the £27bn investment into the strategic road network. He will have a particular focus on continued road safety improvements and the transformation of National Highways as a global leader in road building and maintenance, as well as delivering world class health and safety. His permanent appointment is the conclusion of a broad and rigorous recruitment process.

Nick Harris said

‘I am pleased to be taking up the reins at such an exciting time. We have achieved a great deal and there is still more to be done. As we deliver the second roads investment strategy ensuring the safety of all road users, the delivery of our work and the benefits to our customers remains at the centre of our organisation’

Transport Secretary Grant Shapps said:

‘Nick will be an excellent CEO and I’m looking forward to continuing to work closely with him as we build back better across the country. Nick will steer Highways England into an exciting new chapter, as it evolves into National Highways and delivers on our £27bn plan to improve our roads and make journeys safer, smoother and greener

\*~\*

**There is currently a shortage of HGV drivers, to supply UK businesses with certain products. I found the following article very informative as to why this has become a problem.**

The findings of our quarterly Logistics Performance Tracker continue to be invaluable in influencing Government and ensuring it is informed about the changing needs of businesses in logistics. The following is a summary to a question asked regarding the shortage of HGV drivers - Findings of the survey conducted in May 2021, included:

- Concern over the ability to fill staff vacancies was widespread across logistics roles with recruitment of HGV drivers considered a ‘severe’ or ‘very severe’ problem by 61% of respondents; members also cited availability of driver vocational testing as a ‘moderate’ or ‘extreme’ barrier to recovery (51%).
- Of those respondents who reported they were ‘more affected’ by post-Brexit impacts on operations, the top three reasons were, additional paperwork (92%), suppliers experiencing delays in receiving parts (91%) and increases in transport costs (90%).
- Since the same time last year, the majority of respondents, 91%, said they were experiencing more delays on deep sea container routes, 86%, said they were experiencing more delays in receiving goods from abroad, and 62% were seeing more delays in receiving goods from Northern Ireland.
- Just under 70% of respondents were either ‘dissatisfied’ or ‘very dissatisfied’ with the availability of electric HGVs. This figure reduced to 37% for electric van availability but only 11% were satisfied or very satisfied.
- Nearly 40% of respondents used rebated diesel and of those, the average level of understanding of the new legislation coming in April 2022 was 5.8 out of 10, where 1 was poor and 10 was excellent understanding.

# CAUGHT MY EYE..... Stonehenge



Stonehenge is as enigmatic as it is iconic—an ancient monument shrouded in myth, history, and science that we haven't fully decoded, even 5,000 years after the creation of its earliest structures. Stonehenge has been studied since the 17<sup>th</sup> century, first under King James I and recently by more qualified archaeologists, yet we still haven't reached a conclusion on why or how a monument of this scale was built with the early technology of the time. It is perhaps for this reason that 800,000 visitors a year are attracted to a vast English plain some 90 miles outside London and if you haven't yet been, then I recommend you do if you can because it's an exciting and mystical place to be. We visited many years ago, but the visit remains with us as one of the best places we ever been. The stones were cordoned off at the times but if you are able to step up to the stones that were erected by Neolithic humans, you'll see why they continue to puzzle even the brightest scientists and historians. Imagine stacking its great trilithons without any forklifts or cranes, only human strength and a few primitive tools. Its ethereal air carries far across Salisbury Plain and you'll feel it at the other Neolithic sites scattered across the area. Those who haven't been to Stonehenge, sometimes aren't aware of the site's rich and mysterious history.



This write-up tells us about lesser-known facts around Stonehenge which will help you better understand its past and present or perhaps even decide to plan a visit!



A popular theory concerning its purpose is that it was an early form of an astronomical observatory, which I think most people are aware of. Scientists aren't generally as accepting of this theory though, as they have the idea that it was an ancient cemetery, but the evidence supporting it lies in the position of the stones and the rising and setting of the sun. Standing in the middle of the circle facing northeast, the sun rises over the Heel Stone, located outside the monument on the summer solstice. Alternatively, approaching the circle on the winter solstice, the

sun sets through the trilithon positioned to the southwest.

Although we roughly date the stones at 5,000 years old, reflecting the date construction began, it wasn't finished until 1,500 years later. Stonehenge was built in phases, with periods in between when it was untouched. The oldest phase was a simple ditch around the site, dug using only deer antlers. The stones were added later: first the smaller outer ones and later the massive inner stones, some lifted into three stoned trilithons. By 1600 BCE (before the common era) the rings were completed, looking something like what we still see today, albeit even more impressive because some of the stones are now missing.



Another mystery surrounding the origins of Stonehenge, are the stones themselves. Two types of stone were



used to build Stonehenge, sarsen and bluestone both of which are not native to Salisbury Plain and had to be transported from Marlborough Downs and the Preseli Hills, respectively. It's unclear whether the rock was transported by human strength or pushed by glaciers earlier. However, if our ancestors were responsible for moving the stones, it would mean they had to carry the bluestones all the way from Wales over land and water, which is clearly an incredible feat of Stone Age engineering.

The stones were a source of inspiration for Charles Darwin, the renowned English naturalist. In 1877, he was particularly interested in the digging power of worms and their effect on other objects in the soil, namely, rocks and therefore Stonehenge was the perfect setting for such a study. Darwin's research led to the conclusion that fallen rocks sink over time due to earthworms burrowing underneath the stone. His study was completely unique in that it wasn't for archaeological purposes, and it was one of the earliest professional studies at the site.

Stonehenge has attracted visitors since its original inhabitants, from Romans to Celts and although it was, of course, well known in the Middle Ages, they knew nothing about it and came up with elaborate stories concerning its formation and history. It wasn't well documented at all, so we can't be sure what happened there during the time, though it was widely considered to be the work of the wizard Merlin. The story states that Merlin magically erected the monument with stones taken from a site in Ireland. The legend was accepted as truth as late as the 16<sup>th</sup> century. The stones' mystique is often compared to that of the Egyptian pyramids, where both harbour secrets from their creators which have been lost with time. Theorists throw around the possibilities that the structures, both or either, are the work of aliens and hold otherworldly powers. The Pyramids of Giza were built around the same time as Stonehenge and also align with astronomical events so if what we know about both is true, it suggests that both cultures were tied together with the stars. A better comparison however, is between Stonehenge and Newgrange, in neighbouring Ireland. Newgrange is older than Stonehenge but culturally not so far off, as it aligns with the sun on the winter solstice, marking the new year.



Although Medieval Brits couldn't quite explain what Stonehenge was or why it was there, they can claim to be the first to record its existence in writing. In 1130, a record of English history was written by Henry of Huntingdon, who wrote of "Stanenges" and the inconceivable concept of stacking the enormous stones on top of one another. Six years later Geoffrey of Monmouth wrote down the legend of Merlin building the monument via wizardry, implanting the myth in the collective British mind for the next 400 years. His record contradicted Huntingdon's admittance of confusion on how Stonehenge came into existence.

As interesting as Stonehenge's archaeological history is, it's important not to dismiss the type of rock used to build it. The monument was created using stone native to the UK. Sarsens are the larger stones, and bluestone are the smaller outer stones. The sarsens are sandstone remainders from a glacier in southern England and each weigh about 25 tons, meaning Stone Age workers likely had to carry them 20 miles from their place of origin in Marlborough Downs. The bluestones come from Wales and weigh 2-5 tons each, representing different types of rock. They travelled 150 miles and would have caused much frustration for humans to move.



Of course, the people who built Stonehenge weren't going to travel for construction, so there were little villages nearby in which they lived. At least one village was excavated at Durrington Walls, close to the monument, which existed around the same time the stones were being put into place. The buildings were thatched cottages made of chalk, simple dwellings consisting of a single room. Though the buildings are long decayed, there is a replica village built almost exactly as it would have been in 2500 BCE at Stonehenge, run by the organization that also manages the entire World Heritage Site, English Heritage.

I didn't know and I'm sure you didn't either, that Stonehenge was privately owned until 1918! The land was owned by a chap named Sir Edmund Antrobus (coincidentally a member of the Ancient Order of Druids) in the late 19<sup>th</sup> century, but when the Antrobus heir passed away in 1915, the family's lands had to be sold and the stones were donated to the English Government.

Naturally, the land was put up for auction and Stonehenge was included in the price. It sold for £6,600 to a local man named Cecil Chubb who, after leaving it in the hands of the government, was knighted for the donation.

From a far distance, the stones seem to show little detail: just that they are simple rectangular blocks arranged in a circular pattern which is what we were able to see when we visited. However, if you have an idea of what to look for and are able to get up close, you can see shallow carvings on the rocks. Some of the Bronze Age carvings are visible inscriptions which were left after Stonehenge was completed and appear to be pictures of axes. There are more but they can only be viewed through laser scans which were completed in 2011. The latter date as far back as the time of its building and in total, there are over 100 carved axe symbols in the stones that we know of but I guess there could be more.



Scholars from across England studied the socio-political history of Britain at the time and concluded that Stonehenge was the result and the University of Sheffield published an article in 2012, claiming that it was built to honour the unification of Britain, 5,000 years ago.

Previously, only local materials were used to build but at the time of Stonehenge's construction, people were using stones and tools from across Britain. While the stones may or may not have been built because of this, it must have been a result as it showed that the builders were able to collect materials all the way from Wales.

William Cunnington was a very thoughtful antiquarian and studied Stonehenge. He worked on a dig in 1802 around the Slaughter Stone which is one of the fallen sarsens stones whose morbid name is not a reflection of its history and when he finished his study, he buried a bottle of port underneath the stone. The bottle was found over 120

years later by archaeologist William Hawley, who read the intact label, "For the consideration of future excavators." Unfortunately, Cunnington didn't expect the bottle to remain hidden for so long and the cork had rotted, leaving all the bottle's contents to leak out!

What most people don't realize (and I am one of them), is that Stonehenge is part of a larger Neolithic henge site and UNESCO (United Nations Educational Scientific and Cultural Organization) World Heritage designation, groups together Stonehenge with its larger and older neighbour, the Avebury Henge.

The site at Avebury consists of three circles of sarsen stones, and like Stonehenge, no-one is sure of its purpose, although it was probably used for worship. It's thought that in the Middle Ages part of the monument was destroyed due to locals believing it had pagan connections with the devil. Though there aren't any towering trilithons, Avebury is well worth a visit if you're in the area visiting Stonehenge.



Researched by Jan Burditt. Extracts taken from [www.thetravel.com](http://www.thetravel.com)  
References: [english-heritage.org.uk](http://english-heritage.org.uk), [history.com](http://history.com), [sheffield.ac.uk](http://sheffield.ac.uk)





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\*~\*

## Pets Corner – The Law Relating to Dogs

The following makes for very interesting reading but is also a little scary:

There are a number of UK laws that have an impact on dog ownership. There is a brief overview of the ones that have the most impact as well as a link to the relevant act/regulation in full (if available).

**Note:** This is not a full list, but they are laws that UK dog owners should know about.

### The Control of Dogs Order 1992

It is a requirement of this law that all dogs on the highway or in a public place wear a collar and have an identity tag or plate which shows the **owner's name and address**.

**Note: *having your name and telephone number is not enough, even if your dog has been microchipped or tattooed.***

This order gives the local authority powers to treat any dog without the correct ID as a stray. (Note does not empower the police) For further details see [The Control of Dogs Order 1992](#)

### The Road Traffic Act 1998

**Section 27** of the Road Traffic Act 1998 states that:

"A person who causes or permits a dog to be on a designated road without the dog being held on a lead is guilty of an offence. It also states, in this section, "designated road" means a length of road specified by an order in that behalf of the local authority in whose area the length of road is situated

For further details see [The Road Traffic Act 1998](#)

### Overview

It's against the law to let a dog be dangerously out of control anywhere, such as:  
in a public place  
in a private place, for example a neighbour's house or garden  
in the owner's home

The law applies to all dogs.  
Some [types of dogs are banned](#).

### Out of control

Your dog is considered dangerously out of control if it:  
injures someone; makes someone worried that it might injure them

A court could also decide that your dog is dangerously out of control if either of the following apply:  
it attacks someone's animal  
the owner of an animal thinks they could be injured if they tried to stop your dog attacking their animal

**A farmer is allowed to kill your dog if it's worrying their livestock.**

### **Penalties**

You can get an unlimited fine or be sent to prison for up to 6 months (or both) if your dog is dangerously out of control. You may not be allowed to own a dog in the future and your dog may be destroyed.

If you let your dog injure someone you can be sent to prison for up to 5 years or fined (or both). If you deliberately use your dog to injure someone you could be charged with 'malicious wounding'. If you allow your dog to kill someone you can be sent to prison for up to 14 years or get an unlimited fine (or both).

If you allow your dog to injure an assistance dog (for example a guide dog) you can be sent to prison for up to 3 years or fined (or both).

### **Banned dogs**

In the UK, it's against the law to own certain types of dog. These are the:

Pit Bull Terrier; Japanese Tosa; Dogo Argentino; Fila Brasileiro

It's also against the law to:

sell a banned dog, abandon a banned dog, give away a banned dog, breed from a banned dog

Whether your dog is a banned type depends on what it looks like, rather than its breed or name.

**Example:** If your dog matches many of the characteristics of a Pit Bull Terrier, it may be a banned type.

### **If you have a banned dog**

If you have a banned dog, the police or local council dog warden can take it away and keep it, even if:

it is not acting dangerously or there has not been a complaint

The police may need permission from a court to do this.

If your dog is in:

a public place, the police do not need a warrant, a private place, the police must get a warrant  
a private place and the police have a warrant for something else (like a drugs search), they can seize your dog

A police or council dog expert will judge what type of dog you have and whether it is (or could be) a danger to the public. Your dog will then either be:

released or kept in kennels while the police (or council) apply to a court

You're not allowed to visit your dog while you wait for the court decision.

**You can give up ownership of your dog but you cannot be forced to. If you do, your dog could be destroyed without you even going to court.**

### **Going to court**

It's your responsibility to prove your dog is not a banned type. If you prove this, the court will order the dog to be returned to you. If you cannot prove it (or you plead guilty), you'll be convicted of a crime.

You can get an unlimited fine or be sent to prison for up to 6 months (or both) for having a banned dog against the law. Your dog will also be destroyed.

### **Index of Exempted Dogs (IED)**

If your dog is banned but the court thinks it's not a danger to the public, it may put it on the IED and let you keep it.

You'll be given a Certificate of Exemption. This is valid for the life of the dog.

Your dog must be:

Neutered, [microchipped](#), kept on a lead and muzzled at all times when in public kept in a secure place so it cannot escape





minutes & cost coppers. Many of the canals are not looked after & overgrown so destinations are few & far between.

I like the timers at traffic lights, it makes it very easy to see if you will be stopped before reaching the lights or if the traffic is about to get a green light.

Generally, motorcyclists are greatly disliked but I have seen situations when a motorcyclist has stopped to help a wheelchair bound person to cross the road at a zebra crossing. I posted on FB a motorcyclist who took a man & his epileptic daughter, who was having a seizure, on the back of his bike, through heavy traffic, directly to a hospital. An ambulance would never have reached the girl or got her to hospital in time.

Take six & a half minutes to watch an absolute hero!

<https://www.youtube.com/watch?v=Y38iSbqu7Aq>

I believe it would be a lifetime's work to encourage advanced driving & I 'ain't got a lifetime to spare!

In the attached photo the traffic light timer shows 2 seconds to go before the lights turn to green.

Rich Creaser

\*~\*



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



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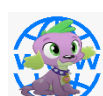
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or [terryheath@sky.com](mailto:terryheath@sky.com)



\*~\*

**And finally.....look us up on the links below:**



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